

Johnson Street Gateway Project

1314-1318, 1324 Wharf Street, Victoria BC

Responses to Application Review

Submitted to the City of Victoria

February 16, 2018

DIALOG[®]



CROSSTOWN
PROPERTIES LTD.

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PROPERTIES



Johnson Street Gateway
1314-1318, 1324 Wharf Street, Victoria BC

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Rezoning Rationale Letter to the Mayor

Letter to the Mayor

To Mayor and Council,

The following is a description of the rezoning proposal’s accordance with local Governmental Policies, public benefits, and neighbourhood impact.

Government Policies

The Design Guidelines for Old Town speak to the city’s role as custodians of Victoria’s heritage. In this role, existing heritage buildings are sought to be retained and restored and new buildings are encouraged to be representative of their own era. This policy is forward-thinking in its consideration of future generations and the creation of a rich mix of building typologies for their heritage. This proposal preserves and enhances the heritage value of the Northern Junk Buildings through restoration, rehabilitation, and adaptive re-use. New construction responds to the neighbourhood’s defining characteristics by using many of the elements common to buildings from the turn of the century. A focus on the pedestrian scale and movement typical of Old Town is reflected in the site plan with the use of alleyways and courtyards. The building design draws on the language of the surrounding commercial heritage buildings but uses contemporary materials and technology in elements such as a continuous street face, articulated façade, and large window display area. The site’s early connection to the waterfront is brought back into focus through the creation of a waterfront walkway and internal commercial mews, transforming the original commercial use into a social one. The new building responds to the same site conditions that shaped the heritage structures along the waterfront: it has a dual aspect which presents distinct faces to the waterfront and the street; it values the harbour connection with an improved dock that can accommodate modern use of the Gorge waterway and Inner Harbour; and it is shaped by the intersection of the bridge, the street, and the harbour.

Victoria’s Official Community Plan (OCP) has the goal of guiding the city’s growth towards a livable, people friendly, environmentally sound, and well-serviced Proposed Development - View from East harbour community. The proposed development is in agreement with all of these goals. It responds to the city’s need of more downtown jobs and residences, more person-oriented public space, better accommodation of low impact transportation, and more welcoming use of the harbourfront. The overall plan of the proposed development fulfills these general goals, while more specific moves are made at different scales. The rehabilitation of the Northern Junk Buildings reanimates a piece of Victoria’s heritage and provides a new downtown amenity. The new construction adds 103 residences, as well as space for many more local jobs and businesses.

The minimal intrusion of below grade parking spaces keeps the ground-level pedestrian-oriented and encourages use of transit. The new waterfront walk, internal commercial mews, and dock focus on the harbour and provide the public a new access point to views and recreation possibilities.

The Downtown Core Area Plan expresses values similar to Victoria’s OCP in further detail and as applied to Downtown. It encourages mixed use buildings (2.4.3) and connectivity between districts and open spaces (2.4.5-6). It also expresses the need to complete the Harbour Pathway (2.4.8) and improve use of surface level parking lots or vacant lots (2.4.9). In the Inner Harbour District the historic context, public realm, and economic viability is especially valued (3.13).

Project Benefits

The increase in population, number of jobs, and usable public space as a result of this proposal, all benefit the city and the neighbourhood. A higher population means an increased density and number of people to contribute to local businesses, cultural activities, public life, and an increased tax base for the city. The creation of more space for local jobs allows residents to live and work nearby, without relying on cars or the transit system. The range of residential units can accommodate a variety of residents with different income levels and lifestyles. Both local residents and visiting tourists are benefitted by turning an under-used, derelict, and inhospitable area into one that is actively used by a wide range of people throughout the day. Introducing life into the long-neglected Northern Junk Buildings benefits the city as a whole by reestablishing them as a valuable part of the city’s built environment and allowing people to re-engage with a part of Victoria’s heritage.

Needs & Demands

Public need for this proposal is demonstrated by its location and current condition. It is a large waterfront site that is currently under-utilized as a parking lot, with buildings that have been inadequately maintained and are in need of repair. The proposal will rehabilitate the vintage Northern Junk Buildings and open up the waterfront to the public, providing a new community space that celebrates its harbourfront location. The north end of the Inner Harbour has few person-oriented spaces, and this will be a valuable addition to local workers and residents looking for a place to rest, socialize, and appreciate the outdoors within a newly created urban context.

Letter to the Mayor

Needs & Demands

Downtown is growing significantly, and will continue to do so. More residential space is needed to accommodate the increasing population, and to focus growth within the core areas of Victoria. This site is one of few vacant lots open and available for new development within downtown Victoria.

Neighbourhood

The site has a unique function and opportunity as a “Gateway” to downtown, however, it currently lacks a landmark feature. The proposed rezoning would allow the construction of a landmark building to mark the entry to downtown, which would become a focal point for the neighbourhood both visually and socially. The construction of the next node along the Victoria Harbour Pathway at the site’s shoreline will facilitate the development of important public space allowing continuous access to the waterfront. Together with the recent redevelopment on the Janion Building, the Johnson Street Bridge replacement project, proposed Reeson and Bridgehead Park upgrades, the proposed development will complete a precinct with potential to connect and invigorate a key section of Victoria’s downtown.

Impacts

The goal of the proposed development is to improve existing conditions on the site and in the surrounding area. Rehabilitation and re-use of the Northern Junk Buildings would make the site usable by a wider range of downtown visitors and inhabitants. The rehabilitation of these valuable heritage buildings is an important step in maintaining the city’s historic fabric and continuing growth in a sustainable manner. The addition of a new building and public plaza to the north of the site makes marginalized space a usable commercial and public area. The new building buffers the waterfront plazas from the noise and pollution of the street while contributing to a vibrant urban atmosphere with shops and cafes. The addition of new retail and commercial space to this part of downtown will draw increased pedestrian circulation through the site, benefitting neighbouring businesses with increased foot traffic as well.

An extension to the Victoria Harbour Pathway through the site benefits the neighbourhood and all users of the Inner Harbour. It replaces the unused space of the traffic median with a functional and inviting public realm. A wide pedestrian boulevard between the new building and Johnson Street will offer an area to replace removed trees and create a safer and more easily navigable walkway along Wharf and Johnson. This zone also allows for future connection to the urban space between the proposed site and the new bridge site.

The proposal places high value on the harbour views. The permeable ground level offers multiple access points and view corridors that provide views from surrounding streets to the heritage buildings and/or the harbour. It creates a new public space from which anyone can enjoy the views. The layout presents the heritage buildings in contrast with the new, more contemporary buildings in order to highlight their significance and unique characteristics.

Design

The Northern Junk Buildings are some of the oldest in Victoria. Their heritage value should be maintained and enhanced by any adjacent development. The new building proposed for the site to the north of the existing buildings incorporates elements of the warehouse and industrial aesthetic of the harbour along with complimentary lighter, more contemporary elements. Just as those buildings are representative of their time through materials, form, and construction, the new building will be an example of modern materials, techniques, and construction. Any additions to the existing buildings will also be in a modern language, using this distinction to highlight how the buildings have continued to adapt over their long history.

Letter to the Mayor

Design

The proposed development is located at a transition point between the Historic Commercial District and the Inner Harbour District, as identified in the Downtown Core Area Plan. This location allows the new building to draw on design elements featured in both. The ground level uses the language of existing storefronts along Johnson Street, with maximum storefront window displays, a continuous street face, and a high ceiling level. Masonry piers along the streetfront add a level of rhythm and articulation to the façade.

Stone and dark brick cladding grounds the building at the lower levels, while brick-coloured metal and glass cladding system defines upper volumes. Stone is used to tie together the heritage structures and harbourside elevation. Inboard balconies create a solidity to the building reminiscent of historical structures and provides passive solar shading. The extremities of the building reach out to the view termination points looking down Johnson and from the new bridge.

Two distinct horizontal datum lines are preserved –one at the 1-storey level of the heritage buildings, the second at the 5th level typical of the Old Town structure heights. Material transitions and setbacks at these levels tie the new structure back to its surroundings. The tallest element –a lantern-like screen occurs at the Wharf and Johnson Street intersection as a view terminating feature from which the rest of the building steps down toward the harbour.

The siting of the new buildings creates a series of spaces similar to those found throughout the Historic Commercial District. A pedestrian Mews cutting from Wharf Street to the bridge follows the existing lane and historic Wharf Street alignment. A clear east-west connection is also provided connecting pedestrian and view access from downtown to the water. The positioning of a 1-storey commercial ‘pavilion’ between these connections helps to provide scale and definition to the new public spaces while becoming a transitional element in scale and materials from the heritage buildings up to the new structure.

With cafes and retail shops providing services for locals and visitors, the network of public spaces around the site will become an active and vibrant new area in downtown Victoria, reconnecting the downtown with the waterfront. It will be a distinct place within the historic city centre, and a punctuation mark at a significant point along the harbour pathway.

Environmental Features

The new building proposes passive methods solar control, low energy fixtures and equipment and mechanical heat recovery. It is designed to last and be adaptable to changes in use over time. Redevelopment of the existing buildings and improvement of their energy efficiency is a sustainable reuse of existing building stock.

In addition to the project’s adaptable re-use of existing building stock (the Northern Junk Buildings themselves) several other sustainable features are being evaluated. Chief amongst these are enhanced energy efficiency for heating, ventilation and cooling. Building energy modeling by mechanical and envelope consultants will best determine which approaches will afford the most meaningful applications of these systems. Further sustainable strategies include careful selection of building materials (giving consideration to renewable and recycled content products, including concrete, steel and wood) use of low VOC finishes, utilization of a construction waste management plan, an overall storm water management plan, low glare exterior lighting, energy efficient glazing with low-e coatings, high efficiency water fixtures, and planted roofs where appropriate. The project incorporates building overhangs and naturally lit corridors reduce the use of artificial light and assist more energy efficient heating/cooling cycles.

Safety and Security

Site safety will be improved from current conditions through a number of changes. Having a variety of uses in the space will make the site safer by drawing a wider range of people to activate and populate the site throughout the day and evening. Discrete and nonpolluting lighting will illuminate key areas to increase night time visibility. Walkways bisecting the site in each direction create clear sightlines and give multiple points of entry and exit. Formerly uncomfortable spaces are made safer through simplified geometry, increased foot traffic and passive surveillance provided by active uses at grade (lobby and commercial units) and suites and balconies overlooking public areas from above.

Letter to the Mayor

Policies & Guidelines

Old Town Design Guidelines

The Design Guidelines for Old Town speak to the city’s role as custodians of Victoria’s heritage. In this role existing heritage buildings are sought to be retained and restored and new buildings are encouraged to be representative of their own era. This policy is forward thinking in its consideration of future generations and the creation of a rich mix of building typologies for their heritage. This proposal preserves and enhances the heritage value of the existing Northern Junk Buildings through restoration and rehabilitation, while at the same time affording them a new more accessible context with the creation of a pedestrian mews and the demarcation of their previous historical context, “Old Wharf Street”.

The proposed new mixed-use commercial and residential building responds to the neighborhood’s defining characteristics by incorporating and referencing many of the elements and proportions common to buildings from the turn of the century. The building design draws on the language of the surrounding commercial heritage buildings but uses contemporary materials and technology in elements such as a continuous street face, articulated façade, and large commercial window display area. The site’s early connection to the waterfront is brought back into focus through the creation of a waterfront walkway and public patios, transforming the original mercantile use into a social/urban one. The new building responds to the same site conditions that shaped the heritage structures along the waterfront: it has a dual-aspect which presents distinct façade to the waterfront and to the street; it values the harbour connection with an improved dock that can accommodate modern use of the Gorge waterway and Inner Harbour; and it is shaped by the intersection of the bridge, the street, and the harbour.

Old Town - General Characteristics

“ Historic buildings ranging in height from one to five storeys: ”

The historic Northern Junk buildings will be maintained at their existing heights of 2 storeys each. The proposed new mixed-use residential and commercial building is maintains a 5 storey masonry form with a significant setback for 2 additonal floors. The highest point is located at the intersection of Wharf and Johnson Streets. This lantern feature becomes a gateway landmark and view termination with the rest of the building stepping down towards the harbor.

“ Classically-inspired proportion and building elements
Load-bearing brick and stone buildings and details and forms that accompany
load-bearing masonry: ”

New openings on the Northern Junk buildings utilize sympathetic load-bearing masonry details such as stone lintels and sills. Significant portions of the new construction are clad in stone and brick, which are characteristic of its surrounding environment.

“ Architecturally distinctive buildings at street heads

Rounded or splayed building corners, often with corner entrances, at street intersections

Buildings at street intersections with asymmetrical facades terminating in a taller corner element: ”

The proposed new mixed-use building will provide an iconic gateway landmark at the Johnson Street Bridge by stepping up to 7 storeys at the narrow portion of its flatiron form. The intersection of Johnson and Wharf Streets features articulated massing that culminates in a distinct architectural ‘lantern’.

“ Pedestrian paths, mews, and courtyards within / through blocks: ”

Pedestrian interior streets cut through the project providing access and views into and through the site.

“ Shop windows at street level displaying merchandise

Rich detailing, craftsmanship and colour of street / alley elevations: ”

Over 20,000 ft2 of commercial space is proposed on the ground level, the majority of which will have full-height storefront glazing along the street and/or inner plaza. Masonry and detailing adds additional visual interest to the low and mid-rise sections of the building, while the variegated metal panels add further texture and variation in the façade.

Letter to the Mayor

Old Town - General Characteristics

“ Views of harbour, mountains and hills on street ends: ”

The pathway cutting through the building affords views through the building to the harbor and to the heritage structures.

“ Cohesiveness of buildings and spaces that are neighbourly yet dense. ”

Together with the Janion, the proposed development forms a cohesive and iconic ‘gateway’ to downtown from the west. The articulated facades along Johnson and Wharf Streets respect the architectural rhythm of the neighbourhood, while the overall project increases residential and commercial density.

Waterfront - Special Characteristics

“ The intersection of bridge, harbour, and street ”

Located at the foot of the new Johnson Street Bridge, the project’s form announces the arrival at the bridge, and marks its location as a landmark. The site plan creates further intersections by connecting Old Town and the Inner Harbour via paths through the proposed development.

“ Building types and spaces associated with the functions of a commercial harbour ”
Buildings over the water, vessels, floatplanes, buoys and marks, wharves, pontoons, piles, boat ramps, davits and ladders, hawsers, bollards, and mooring rings:

The Northern Junk buildings are some of the oldest industrial buildings on the working Inner Harbour. These historic masonry buildings will be retained, and the site will be enhanced with a new waterfront boardwalk, with piles and a ramp to a small marina.

“ Random rubble stonework, brick masonry, and iron shutters and doors ”
stone and brick retaining walls
load-bearing masonry buildings, and details and forms that accompany load-bearing masonry surrounded by subordinate lighter wood and metal structures ”

The existing Northern Junk buildings feature random rubble stonework, as well as brick masonry. The proposed new buildings are clad in stone and brick at their lower levels, and a lighter more contemporary metal and glass cladding at higher levels. New construction on the two heritage buildings will be comprised of subordinate, lighter metal structures in the form of a glazed link to connect the two heavy masonry buildings.

“ Buildings with an industrial aesthetic: ”

In addition to retaining the two early industrial buildings on the site, the massing and expression of the new masonry and glass harbour façade evoke an industrial aesthetic.

“ Dual-aspect structures that present a commercial frontage to Wharf Street and a harbour frontage to the water: ”

The two ‘faces’ of the Northern Junk buildings will be given separate treatments in order to preserve the dual-aspect of their siting. The facades originally facing Wharf Street will be rehabilitated with new storefronts appropriate to the historic commercial character of the buildings, while the harbour-facing elevations will receive a more industrial rehabilitation.

The new buildings will also have a dual-aspect to their facades. The Wharf Street elevations showcase more contemporary storefront glazing at the single-storey pavilion that transitions to a more traditional stone expression to frame the pedestrian mews and respond to the Northern Junk facades. The first two level of the new structure echoes the scale, proportions and material of the heritage buildings in the facades of the 2-storey boardwalk oriented units, while the massing above is divided to reflect the variety of forms of old town as seen from the harbor.

Rezoning Rationale

Letter to the Mayor

Waterfront - Special Characteristics

“ The rich texture of the land / water edge resulting from conditions including inter-tidal beaches, projecting structures, inundations, and reclamations

the constantly changing water’s edge resulting from the movement of vessels, the trans-shipping of cargo, and the state of the tide. ”

A new waterfront boardwalk will project over the natural boundary between land and water along the northern portion of the project, while jutting back onto land at the southern portion.

“ The glimpses of the water seen between buildings, down alleyways and slips, and on street axes. ”

A ground-level opening between the commercial pavilion and the the new residential portions of the new building creates views of the harbour from the corner of Wharf and Johnson. Full views of the harbour can be taken in from the inner mews or from the atrium between the Northern Junk buildings.

Official Community Plan

Victoria’s Official Community Plan (OCP) guides the city’s growth towards a livable, people friendly, environmentally sound, and well-serviced harbour community. The proposed development is in agreement with all of these goals. It responds to the city’s need of more downtown jobs and residences, more person-oriented public space, better accommodation of low impact transportation, and more welcoming use of the harbourfront. The site is located within the Core Inner Harbour/ Legislative designation (OCP), which calls for a formal public realm comprising wide sidewalks, pedestrian promenades, regularly spaced tree planting, formal squares and greens and pathways along the harbour. Mixed-use multi-family residential and commercial uses are permitted, including office and retail. The site is also in proximity to the Core Historic designation (OCP), which calls for through block pedestrian passageways, as well as formal squares and plazas.

Official Community Plan

The rehabilitation of the Northern Junk Buildings fills in a piece of Victoria’s heritage and provides a new downtown amenity. The new construction adds 103 residences to the downtown core, as well as commercial space for many more local jobs and businesses. The minimal intrusion of below grade parking spaces keeps the ground level pedestrian-oriented and encourages use of transit, walking and cycling. The new waterfront walk, mews, and dock focus on the harbour and give the public a new through-block access point to both its views and recreation opportunities.

The range of residential unit sizes in the proposed new building accommodates a variety of residents with different income levels and lifestyles. Both local residents and visiting tourists are benefitted by transforming an under-used and inhospitable area into one that is desirable and actively used. Introducing life into the long neglected Northern Junk Buildings benefits the city as a whole by re-establishing them as a valuable part of the city’s built environment and allowing people to interact with an important part of to Victoria’s heritage/past.

Placemaking - Urban Design and Heritage

“ 8(b)That the views from the public realm of existing landmarks are maintained, and that new landmarks are introduced to enhance the visual identity and appearance of Victoria and to improve way finding around the city ”

The Johnson Street Gateway will create a new landmark at the entry to downtown from the Johnson Street Bridge. This can help improve wayfinding by creating an easily identifiable point of reference within the downtown core.

“ 8.13 Encourage urban design that enhances the Harbour as a marine gateway ”

Upgrades to the existing marina will maintain the waterfront as an active harbour.

Letter to the Mayor

Placemaking - Urban Design and Heritage

“ 8.14 Enable continuous public access along the waterfront through implementation of the Victoria Harbour Pathway Plan with special consideration to urban design features for pedestrian enjoyment and comfort ”

By connecting the waterfront pathway, the proposed development enhances the connection between harbour and city. Multiple access points and pathways allow for varied use and enjoyment

“ 8.16 Continue to maintain views from public vantage points of the Inner Harbour, across the water to the Core Songhees area and along the waterfront from Laurel Point to the Urban Core, and from Belleville Street northwards to the Johnson Street Bridge as identified in the guidelines for the Downtown Core area. ”

The proposed development does not infringe upon protected views, and the internal pedestrian streets will create a new vantage points for views of the Inner Harbour.

“ 8.19 Enhance and expand the through-block pedestrian passageways throughout the Downtown Core Area to break up long blocks with walkways that are:

8.19.1 Open to the sky
8.19.2 Located to allow unimpeded sight lines
8.19.3 Fronted by active uses at grade for animation and surveillance
8.19.4 Publicly accessible throughout the day and night, or business hours at minimum
8.19.5 Include wayfinding features ”

The passageway through the building is open to the sky, has unimpeded sightlines from multiple directions, is fronted by commercial uses at grade and residential ‘eyes on the street’ above, and is publicly accessible 24 hours a day.

“ 8.20 Identify and mark gateway locations along major access routes for a sense of arrival and departure into Victoria ”

The proposed development would create a strategic gateway in conjunction with the Janion development across Johnson street. The modest increased height of the project will add to the feeling of a gateway that marks the arrival or departure from downtown Victoria.

“ 8.35 Integrate urban design and heritage conservation in public realm improvements ”

The public areas of the development will include urban landscape features, such as raised planters and a variety of seating. Retention of the Northern Junk buildings will bring a strong aspect of heritage conservation to the project, and will bring these historic structures back into a condition where they can be used by the public.

Downtown Core Area Plan

“ The Downtown Core Area Plan expresses values similar to Victoria’s OCP in further detail and as applied to Downtown.

2.4.3 - It encourages mixed use buildings
2.4.5-6 - Encourages connectivity between districts and open spaces
2.4.8 - Expresses the need to complete the Harbour Pathway
2.4.9 - Improve use of surface level parking lots or vacant lots
3.13 - The Inner Harbour District has a strong focus on historic context, public realm, and economic viability. ”

The project responds to these and other priorities within the Downtown Core Area Plan by creating a mixed-use development on a site currently serving as a surface parking lot. The Johnson Street Gateway will connect Old Town with the Inner Harbour, and will help to complete the Harbour Pathway. The revitalization of the Northern Junk buildings places renewed value on the historic context of the Inner Harbour, and the sympathetic new construction will help to create dynamic, active public spaces.





Application Review Summary 2017

Application Review Summary 2017



Application Review Summary

For: 1314 – 1318, 1324 Wharf St.
Meeting Date: Tuesday, September 5, 2017
Application: REZ00294, DP000259

To: Juan Pereira
305 - 111 WATER ST.
Vancouver, BC V6B 1A7

Email: JuanP@relianceproperties.ca

City of Victoria staff have completed the technical review of your application with respect to the relevant land use policies, technical requirements and regulations. These comments are provided to the person named as applicant. It is your responsibility to provide these comments to the owner or consultant.

After your review of these comments, please feel free to contact your area planner if you require clarification of the information or wish to arrange a meeting to further discuss your application.

Application Support:

The application as submitted does not comply with the land use policies relevant to the property, and revisions are required to be supported by staff. Revisions are also required for consistency with guidelines.

To successfully complete this application you must address all the requirements listed below. Other items are provided for the applicant's information at this time. Items listed under "Conditions to be met prior to Public Hearing or prior to Opportunity for Public Comment" can be addressed now, or at minimum, before the Public Hearing or Opportunity for Public Comment date will be scheduled.

The Plan Check for this proposal is provided in a separate attachment. The Plan Check provides the technical analysis of the project data for compliance with the *Zoning Regulation Bylaw*.

REVISED SUBMISSION REQUIREMENTS:

If changes to your plans are required as a result of this Application Review Summary or the Plan Check, you are required to submit revised plans. So that your application can be processed as efficiently as possible, please submit all changes at one time.

Written Material

- A list describing changes that have been made to the previous set of plans, and relate the list to the 'bubbled' drawings preferably by a numerical reference (bubbles indicate where changes have been made to the previously submitted plans).
- This list should be accompanied by a letter itemizing how you addressed each of the requirements listed under the headings "Conditions to be met prior to Committee of the Whole".

Plans

The following number of plans is required for a resubmission:

- 2 bubbled sets 8 1/2" x 11"
- 1 bubbled set 11" x 17"

- 4 sets full size (minimum 24" x 36") – bubbled – that incorporate the changes
- 1 set full size (minimum 24" x 36") – not bubbled – that incorporate the changes
- 1 set 11" x 17" – not bubbled – that incorporates the changes
- 1 set 8 1/2" x 11" – not bubbled – that incorporates the changes
- Digital Submissions of all revised materials are required in PDF format for resubmissions:
 - two full size sets of plans incorporating all changes to the previous submission
 - one set of plans must have numbered revision bubbles identifying all changes
 - a numerically itemized transmittal letter outlining all proposed changes to correspond with the numbered revision bubbles is also required
 - any revised supporting documentation must also be submitted in digital format at this time.

Sign Posting

It is your responsibility to check with Planning Support staff at (250) 361-0212 for further information on any sign posting requirements.

Note: If your application involves landscaping to satisfy Development Permit requirements, an estimate for the landscape will be required prior to the issuance of the development permit and the landscape security deposit will be required at the time of Building Permit application.

A landscape estimate will be required to calculate the landscape security deposit, which is a condition of a Development Permit for a Garden Suite. A minimum landscape security deposit of \$2000 is required as a condition of issuance of a building permit.

Further note: A housing agreement, restrictive covenant, master development agreement or right-of-way requirements may apply to this development. If this is the case, then the applicant is advised to secure the services of the necessary professionals (lawyer, surveyor, engineer) as early on in the process as possible to ensure timely processing of this application.

Development Services Division Comments:

Area Planner: Miko Betanzo, Telephone: (250) 361-0604

Conditions to be met prior to the Committee of the Whole:

- Required: The proposed density, height and massing continue to be a concern in relation to the Downtown Core Area Plan policy around waterfront buildings and the Core Historic Area skyline. The density may need to be reduced or redistributed.
- Required: The proposed height requires an OCP amendment. Some deviation from the 5 storey height limit in the OCP may be acceptable if the massing and site planning justify this consideration.
- Required: An OCP amendment is required for the anticipated changes to the Public Open Spaces associated with this proposal. See section 21 of the OCP, map 20.
- Required: Further to the first bullet above, the location of the building effectively creates a Terminated Vista condition looking East along Johnson Street. As such, policies 6.18 to 6.24 in the Downtown Core Area Plan should be considered for this building elevation. The design approach at present, with its curved form, does not adequately address the objectives of the terminated vista policy. Consider relocating the density/ height of the building to this frontage and stepping the building massing down towards the water.
- Required: Comments related to the land lift analysis and density bonus remain relevant from the August 23, 2016 Application Review Summary.
- Comments related to the views of the Northern Junk Buildings from the previous August 23, 2016 Application Review Summary remain relevant. Increased glazing on commercial retail

Application Review Summary 2017

units cannot be considered as increasing views through a building given the variability of tenant improvement layouts and operations.

- The shift North of the South end of the building and the relocation of the lobby is noted and is an improvement to the view of the heritage buildings, but further consideration of these elements is required. Consider creating two separate building masses that provide for an intuitive pedestrian route, light access and harbour and heritage building views in line with the natural view corridor. The division between buildings would likely be north of where the lobby is currently located.
- Enhance visual and physical permeability from adjoining public streets and open spaces to heritage buildings, internal public spaces and harbour beyond, and make the internal public spaces more inviting and welcoming. This can be achieved through building form, scale, massing, articulation and siting, more specifically, by breaking the building into two to create a mews of sufficient width connecting the corner of Wharf and Johnson to the internal public plaza and open space network.
- The building massing, as it appears from the waterside, is of concern. The Official Community Plan speaks to supporting new development with form and character that contributes to and complements the skyline of the Core Historic area. This skyline is defined by a "jumble" of building forms and massing as opposed to a wall, which is currently how the water side elevation reads. Further breaks, redistribution of massing, and a greater mix of building terraces and forms should be considered.
- Required: Further view analysis is required. Please provide a view from both Johnson Street, looking West from about the Market Square cross walk and looking East from the Esquimalt side of the Johnson street bridge to demonstrate the vista termination and "Gateway" aspect of this proposal respectively.
- Required: The design of the interior public space is a concern from a Crime Prevention Though Environmental Design perspective. A third party analysis of this space is required.
- Required: The building design changes and are noted and effectively distinguish it from the Janion Building. However, while the contemporary aspects of the design achieve the desired juxtaposition to the Janion Building, the design changes have resulted in a monolithic expression of the Wharf/ Johnson Street façade. Revisions to the articulation of the curved façade are required to better reflect the rhythm and scale of the smaller building forms seen in Old Town.
- Enhance connection to internal courtyard from the south along Wharf by widening pedestrian area and removing colonnade.
- Incorporate building terraces to step down to the 5th storey adjacent to the water
- Consider reducing the amount of building enclosure adjacent to the harbour pathway to open up the internal plaza and to provide clear views and physical connectivity to the harbour.
- Required: Rather than providing design that responds to the movements around the site and road geometry, the building's location in the City requires a pedestrian and human scale response.
- Consider removing the foxed fins. The contemporary aspects of the building should be expressed within the massing and articulation of the façade rather than an affixed gesture.
- Consider incorporating historic Johnson Street Bridge elements as public art or even part of the building structure. Deconstructed structural elements from the existing Johnson Street bridge will become part of the City's archive inventory, so the use of these elements to celebrate the memory of the Bridge would be an interesting component.
- The development seems to turn its back on the heritage buildings. Consider an approach that integrates the heritage buildings as part of the public realm that draws people into the space.

- Staff will recommend to Council that agreements be put in place to secure street Right of Way plaza improvements.
- Required: Statutory Right of Ways will be required for proposed public circulation routes and plaza spaces.
- **NOTE:** The Plan Check for the proposal has significant outstanding issues/ missing/ or incorrect information. Please ensure that your resubmission addresses these items. If you need clarification on any of the items contained in the Plan Check, please contact the Zoning Administration staff as noted on the Plan Check.
- Updated letter to Mayor and Council providing more details on the proposal

Engineering and Public Works Department Comments:

General Enquiries Contact: Stephen Stern, Land Development Technologist (250) 361-0501

Previous Comments from April 13, 2017 and TRG Summary from September 30, 2017 still apply and in addition the following review comments from the submission from August 4, 2017 (below)

Conditions to be met prior to the Committee of the Whole:

The registration of a section 219 covenant will be required to secure the commitment to attenuate sewage. Registration of the covenant is required prior to Public Hearing;

Information:

- The proposed development includes an underground parking structure. If the excavation requires anchor-pinning into the City right of way during the excavation process, City council approval to authorize an encroachment agreement is required. This would be legally secured with terms to the satisfaction of the Director of Engineering and Public Works and the City Solicitor;
- Strata titling - Conversion of PREVIOUSLY OCCUPIED Buildings require sign off of the Approving Officer as per Section 242 of the "Strata Property Act" Application forms are available from the Engineering counter. Contact the Land Development Technologist at 361-0501 to discuss application process prior to submission. Strata Conversion information is available ONLINE at http://www.victoria.ca/cityhall/departments_englndd.shtml
- Recommended: It is recommended to submit a site servicing plan set to the Engineering Department for review, six weeks prior to building permit application;
- The Transportation review has determined plan revisions are required. For any clarification on these items please contact the Transportation Planner at 250-361-0338;

TRANSPORTATION REVIEW – Contact Steve Hutchison, Transportation Planner at (250) 361-0338 for more information.

Conditions to be met prior to the Committee of the Whole:

- Please recirculate to Transportation Engineering once an updated plan check has been completed.
- A portion of the proposed sidewalk on the Wharf Street frontage is illustrated west of the proposed property line. Prior to transfer of the lands the proposed property line could be

Application Review Summary 2017

adjusted to the face of the proposed building. A revised survey and site plans would be required. This revised proposed property line will impact density calculations and setbacks. Retaining the entire sidewalk within the road dedication is the Engineering Departments preference however the registration of an SRW prior to public hearing may be acceptable.

- No objection to the proposed encroachments of awnings over a portion of the sidewalk. However, an encroachment agreement is required.
- Please illustrate a driveway crossing of the sidewalk as indicated within the Highway Access Bylaw and Subdivision and Site Servicing Bylaw. A plan revision is required.
- Please illustrate the grade of the driveway for the first 6.0m into the lot.
- Please illustrate the location of the required City of Victoria cluster lamps on the Site Lighting Plan (EDP1.01) and Landscape Plan Level 1 (L1.01).
- Please indicate the location of the required on-site short term (class 2) bicycle parking. Please retain the on-street short term bicycle parking as demand is expected to exceed supply in this area.
- Please indicate where the required utility infrastructure will be located. BC Hydro and other vaults and kiosks may not be able to be accommodated on the public right of way. If this infrastructure cannot be located on the public right of way this could have a significant impact on the development as on-site space may be required.
- The applicant is financially responsible for full frontage replacement to center line. Please see the Downtown Public Realm & Streetscape Standards and Subdivision and Development Servicing Bylaw for details on these standards. For DP, plan revisions reflecting these standards is required. The registration of a covenant is required to secure these frontage improvements including the construction of the proposed two way protected bicycle lanes.
- The proposed alternate alignment eliminating the existing channelized eastbound to southbound right turn requires a more complete assessment of impacts to the level of service, v/c, pedestrian, and cyclists for this intersection. Please contact Steve Hutchison at 250 361 0338 to obtain the existing Syncro model and traffic volumes for this intersection. Also, please illustrate a WB-20, BC Transit Bus, and Fire Truck No. 34 (Hurricane 95' Chassis) on this truck, bus, and emergency response route.
- The proposed bollards south of the driveway should be shifted to private property. A plan revision is required. Details (shop drawings) for the proposed bollards will be required for BP submission.
- The provision of the on-street loading to facilitate the loading requirements for the property is not supported. A plan revision is required.

UNDERGROUND UTILITIES

Previous Comments from April 13, 2016 and TRG Summary from September 30, 2016 still apply and in addition the following review comments from the submission from August 4, 2017 (below)

- Underground Utilities have received the information requested in previous review and will be evaluating accordingly. Please contact Randy Chang 250-361-0512 if you require further information

Background:

- If it is determined that sewage attenuation is required, the registration of a section 219 covenant will be necessary to secure the commitment to attenuate sewage. Registration of the covenant is required prior to Public Hearing;

A change in zoning may allow for changes in permitted use and density resulting in increased sewage flow rates. The City's sanitary sewer system may not, at present, be sufficient to accommodate the increased flow rates. If the anticipated peak flow rate produced by the new development is greater than the estimated peak flow rate of sewage that would normally be generated by permitted development under the existing zoning regulation, then attenuation of flows will be required. A report prepared by a qualified Engineer comparing pre and post development sewage flow rates shall be submitted to the Engineering Department. The report is to include measures that the developer intends to take to attenuate the sewage if required.

Parks Division Comments:

Contact: Jane Waters, Telephone: (250) 361-0622

Conditions to be met prior to the Committee of the Whole:

Comments

- We are supportive of the play elements incorporated into the public and private spaces as this follows policy for downtown open space and a desire for more play elements in the public realm.
- All off site works will be to the standards and specifications as set in the Victoria Subdivision and Development Servicing Bylaw 12-042 Schedule: City of Victoria Supplementary Specifications for Trees and Irrigation.
- There are no existing trees that require retention in accordance with the Tree Preservation Bylaw 05-106, as they are within the building envelope, and may be removed. Existing trees in Reeson Park to be protected prior to construction commencing.

Deficiencies

- With the exception of the approved David Foster Harbour Pathway alignment through Reeson Park, please show the existing condition of the park including tree locations in your submission.
- Please confirm the south elevation of the parkade entrance ramp meets existing grades within Reeson Park.
- Please show landscaping and/or hardscape design for the Wharf Street medians as part of the frontage improvements.

Permits and Inspections Division Comments:

Contact: Brian Macpherson, Telephone: (250) 361-0344 Ext. 2

Conditions to be met prior to the Committee of the Whole:

- Check the fire fighting access to the existing buildings.
- Check the unprotected openings on the side that face the existing buildings.

Fire Department Comments:

Contact: Steven Meikle, Telephone: (250) 920-3363

Application Review Summary 2017

- Section of building over driveway access to parkade to have a min. of 5.0m overhead clearance.

You will be notified by staff if any other requirements of information needs arise.



September 5/ 2017 Application Review Summary
17/07/27 Draft Responses

Development Services Division Comments 2017

Development Services Division Comments 2017

Area Planner: Miko Betanzo, Telephone: (250) 361-0604

Conditions to be met prior to the Committee of the Whole:

DS1 Required: The proposed density, height and massing continue to be a concern in relation to the Downtown Core Area Plan policy around waterfront buildings and the Core Historic Area skyline. The density may need to be reduced or redistributed.

Density has been significantly redistributed to north portion of site –within same 7 storey height envelope.

DS2 Required: The proposed height requires an OCP amendment. Some deviation from the 5 storey height limit in the OCP may be acceptable if the massing and site planning justify this consideration.

Noted.

DS3 Required: An OCP amendment is required for the anticipated changes to the Public Open Spaces associated with this proposal. See section 21 of the OCP, map 20.

Noted.

DS4 Required: Further to the first bullet above, the location of the building effectively creates a Terminated Vista condition looking East along Johnson Street. As such, policies 6.18 to 6.24 in the Downtown Core Area Plan should be considered for this building elevation. The design approach at present, with its curved form, does not adequately address the objectives of the terminated vista policy. Consider relocating the density/ height of the building to this frontage and stepping the building massing down towards the water.

Density has been relocated to north portion of site and building massing has been reorganized to create a flatiron form with its highest portion at the Wharf/Johnson intersection to address the objectives of the terminated vista policy. Building elements step down visually from this point towards the harbor.

DS5 Required: Comments related to the land lift analysis and density bonus remain relevant from the August 23, 2016 Application Review Summary.

Noted.

DS6 Comments related to the views of the Northern Junk Buildings from the previous August 23, 2016 Application Review Summary remain relevant. Increased glazing on commercial retail units cannot be considered as increasing views through a building given the variability of tenant improvement layouts and operations.

Reconfiguration of massing on site has served to open significantly larger view access to the Northern Junk Buildings as seen from Wharf street. A one-storey commercial pavilion helps to reestablish the old Wharf Street alignment in the form of a ‘mews’ and defines the pedestrian connections from south and east to the harbor. The pavilion is separated from the main building, providing pedestrian connections open to the sky. The scale of the pavilion is in keeping with the existing structures in order not to overwhelm or obscure them as was noted in reviews of the previous proposals.

DS7 The shift North of the South end of the building and the relocation of the lobby is noted and is an improvement to the view of the heritage buildings, but further consideration of these elements is required. Consider creating two separate building masses that provide for an intuitive pedestrian route, light access and harbour and heritage building views in line with the natural view corridor. The division between buildings would likely be north of where the lobby is currently located.

Two separate building masses have been created by revised massing. The single-storey pavilion helps to define intuitive access points into and routes through the site. Removal of the south wing of the larger building opens up light and view access from the east from downtown and also from the harbor to downtown.

Development Services Division Comments 2017

DS8 Enhance visual and physical permeability from adjoining public streets and open spaces to heritage buildings, internal public spaces and harbour beyond, and make the internal public spaces more inviting and welcoming. This can be achieved through building form, scale, massing, articulation and siting, more specifically, by breaking the building into two to create a mews of sufficient width connecting the corner of Wharf and Johnson to the internal public plaza and open space network.

Removal of the south wing of the main building and replacing it by a single storey pavilion with reduced footprint has increased visual and physical permeability from adjoining streets and open spaces to the heritage buildings. The massing of the larger building is further articulated through material and planar variation.

DS9 The building massing, as it appears from the waterside, is of concern. The Official Community Plan speaks to supporting new development with form and character that contributes to and complements the skyline of the Core Historic area. This skyline is defined by a “jumble” of building forms and massing as opposed to a wall, which is currently how the water side elevation reads. Further breaks, redistribution of massing, and a greater mix of building terraces and forms should be considered.

Removal of the 5-storey south wing of the building has allowed the heritage buildings to be seen from the harbor side without interference from the mass behind. The running width of the west elevation has been halved, with the remaining massing being broken down into a “jumble” of elements highlighting a 2-storey stone massing to align with the heritage buildings, and a masonry warehouse type mass above with further stepped 6th and 7th levels articulated in variegated metal panels and glazing.

DS10 Required: Further view analysis is required. Please provide a view from both Johnson Street, looking West from about the Market Square cross walk and looking East from the Esquimalt side of the Johnson street bridge to demonstrate the vista termination and “Gateway” aspect of this proposal respectively.

Views provided.

DS11 Required: The design of the interior public space is a concern from a Crime Prevention Though Environmental Design perspective. A third party analysis of this space is required.

Formal third-party analysis to be provided once overall form of development has been reviewed and supported.

DS12 Required: The building design changes and are noted and effectively distinguish it from the Janion Building. However, while the contemporary aspects of the design achieve the desired juxtaposition to the Janion Building, the design changes have resulted in a monolithic expression of the Wharf/ Johnson Street façade. Revisions to the articulation of the curved façade are required to better reflect the rhythm and scale of the smaller building forms seen in Old Town.

The curved expression has been eliminated and the length of façade has been halved as seen from Wharf Street and the harbor. The east elevation is the narrowest point of the main building as a result of its triangular configuration –this creates a tower-like view termination element topped by a glazed lantern feature. The north and south elevations have been broken down through vertical divisions that define balcony areas and retail frontages and a pronounced setback above level 5.

Materials and forms have been selected not to mimic or reproduce historic treatments, but to be in dialogue with them. Masonry is used, but a contemporary dark-toned brick has been chosen rather than the typical red brick. Meanwhile the metal panels chosen use the varied warm earth tones of many of the brick buildings of old town but applied here to metal panels rather than masonry. Contemporary glazing systems are used in the retail frontages and to punctuate breaks in the massing of the buildings.

Development Services Division Comments 2017

The retail pavilion serves to mediate between the traditional stone masonry expression of the Northern Junk buildings that blend into the more contemporary expression of the new structure to the north; its peaked roofline drawing the eye up to the higher structure while echoing the angled rooflines of the old buildings and creating a pedestrian gateway condition into the site. The green roofed angular form helps to replace some of the green space of the former traffic island it replaces.

DS13 Enhance connection to internal courtyard from the south along Wharf by widening pedestrian area and removing colonnade.

Removal of the south wing of the building has opened the connection significantly
On-site loading is now also possible at this location.

DS14 Incorporate building terraces to step down to the 5th storey adjacent to the water

Steps and terraces have been maintained at level 3 and level 6 as seen from the water side.

DS15 Consider reducing the amount of building enclosure adjacent to the harbour pathway to open up the internal plaza and to provide clear views and physical connectivity to the harbour.

Visual connection is very direct from Wharf to the water between the structures on site. The plaza concept has been altered to provide clearer zones of pedestrian movement with greater open space at the entrance to the project adjacent the Wharf/Johnson intersection.

DS16 Required: Rather than providing design that responds to the movements around the site and road geometry, the building's location in the City requires a pedestrian and human scale response.

The building must respond to many scales of the City. Pedestrian scale is addressed through regular storefront rhythm and articulation, canopies, street furniture, lighting and landscape. The building also, however, responds to the other levels of interaction with its context which includes a large, modern, iconic bridges structure, harbor, buildings, park spaces, major roadways, cycle routes etc. History, present and future of the City are considered.

DS17 Consider removing the foxed fins. The contemporary aspects of the building should be expressed within the massing and articulation of the façade rather than an affixed gesture.

As the concept of the elevations has been significantly revised, no fins occur. Material and formal articulation are used to express the contemporary aspects of the building and to differentiate it from the neighbouring buildings.

DS18 Consider incorporating historic Johnson Street Bridge elements as public art or even part of the building structure. Deconstructed structural elements from the existing Johnson Street bridge will become part of the City's archive inventory, so the use of these elements to celebrate the memory of the Bridge would be an interesting component.

Further discussion with Planning Department has indicated that access to bridge elements may no longer be available.

Development Services Division Comments 2017

DS19 *The development seems to turn its back on the heritage buildings. Consider an approach that integrates the heritage buildings as part of the public realm that draws people into the space.*

The proposed approach features the heritage buildings as an integral part of scheme. Their presence drives all major decisions about the project. The historical Wharf Street alignment is recreated in the creation of a mews with opposing storefronts. Additions and major interventions to the historic structure are avoided to allow the restored buildings to take precedence in the composition. The lower massing along the waterfront respond directly to the existing structures in scale, material and proportion, while the higher portions of the building behind are held back to frame the historic structures. Removal of the south wing of the higher building has allowed the heritage buildings to be more visually prominent in the foreground of the project.

DS20 *Staff will recommend to Council that agreements be put in place to secure street Right of Way plaza improvements.*

Noted.

DS21 *Required: Statutory Right of Ways will be required for proposed public circulation routes and plaza spaces.*

NOTE: The Plan Check for the proposal has significant outstanding issues/ missing/ or incorrect information. Please ensure that your resubmission addresses these items. If you need clarification on any of the items contained in the Plan Check, please contact the Zoning Administration staff as noted on the Plan Check.

All information revised based on revised design.

DS22 *Updated letter to Mayor and Council providing more details on the proposal*

Noted. See attached.

Engineering and Public Works Department Comments:

General Enquiries Contact: Stephen Stern, Land Development Technologist
(250) 361- 0501

Previous Comments from April 13, 2017 and TRG Summary from September 30, 2017 still apply and in addition the following review comments from the submission from August 4, 2017 (below)

Conditions to be met prior to the Committee of the Whole:

The registration of a section 219 covenant will be required to secure the commitment to attenuate sewage. Registration of the covenant is required prior to Public Hearing;

Information:

EP1 *The proposed development includes an underground parking structure. If the excavation requires anchor-pinning into the City right of way during the excavation process, City council approval to authorize an encroachment agreement is required. This would be legally secured with terms to the satisfaction of the Director of Engineering and Public Works and the City Solicitor;*

Noted.

Engineering and Public Works Department Comments:

Information:

- EP2

Strata titling - Conversion of PREVIOUSLY OCCUPIED Buildings require sign off of the Approving Officer as per Section 242 of the “ Strata Property Act” Application forms are available from the Engineering counter. Contact the Land Development Technologist at 361- 0501 to discuss application process prior to submission. Strata Conversion information is available ONLINE at

http://www.victoria.ca/cityhall/departments_englndd.shtml

Noted.
- EP3

Recommended: It is recommended to submit a site servicing plan set to the Engineering Department for review, six weeks prior to building permit application;

Noted.
- EP4

The Transportation review has determined plan revisions are required. For any clarification on these items please contact the Transportation Planner at: 250-361-0338;

Transportation Review:

Contact Steve Hutchison, Transportation Planner at (250) 361- 0338 for more information.

Conditions to be met prior to the Committee of the Whole:

- TR1

Please recirculate to Transportation Engineering once an updated plan check has been completed.

Noted.
- TR2

A portion of the proposed sidewalk on the Wharf Street frontage is illustrated west of the proposed property line. Prior to transfer of the lands the proposed property line could be adjusted to the face of the proposed building. A revised survey and site plans would be required. This revised proposed property line will impact density calculations and setbacks. Retaining the entire sidewalk within the road dedication is the Engineering Departments preference however the registration of an SRW prior to public hearing may be acceptable.

Noted.
- TR3

No objection to the proposed encroachments of awnings over a portion of the sidewalk. However, an encroachment agreement is required.

Noted.
- TR4

Please illustrate a driveway crossing of the sidewalk as indicated within the Highway Access Bylaw and Subdivision and Site Servicing Bylaw. A plan revision is required.

Non-standard crossing may be required due to interface with bicycle lane etc. Discussion required; Bunt traffic consultants have been in touch with Transporation Department, and coordination is ongoing.

Transportation Review:

Conditions to be met prior to the Committee of the Whole:

- TR5

Please illustrate the grade of the driveway for the first 6.0m into the lot.

The entire area of the driveway for first 6m is level with Wharf Street sidewalk.
- TR6

Please illustrate the location of the required City of Victoria cluster lamps on the Site Lighting Plan (EDP1.01) and Landscape Plan Level 1 (L1.01).

Coordination with proposed park designs at north and south should be advanced and coordinated. Final electrical and landscape plans to follow.
- TR7

Please indicate the location of the required on-site short term (class 2) bicycle parking. Please retain the on-street short term bicycle parking as demand is expected to exceed supply in this area.

Architectural site plan indicates locations.
- TR8

Please indicate where the required utility infrastructure will be located. BC Hydro and other vaults and kiosks may not be able to be accommodated on the public right of way. If this infrastructure cannot be located on the public right of way this could have a significant impact on the development as on-site space may be required.

Coordination with BC Hydro ongoing. Integral Group Electrical consultants are in contact with BC Hydro. Indications to date propose no such kiosks/vaults in the public R.O.W.

- TR9

The applicant is financially responsible for full frontage replacement to center line. Please see the Downtown Public Realm & Streetscape Standards and Subdivision and Development Servicing Bylaw for details on these standards. For DP, plan revisions reflecting these standards is required. The registration of a covenant is required to secure these frontage improvements including the construction of the proposed two way protected bicycle lanes.

DISCUSSION REQUIRED
- TR10

The proposed alternate alignment eliminating the existing channelized eastbound to southbound right turn requires a more complete assessment of impacts to the level of service, v/c, pedestrian, and cyclists for this intersection. Please contact Steve Hutchison at 250 361 0338 to obtain the existing Syncro model and traffic volumes for this intersection. Also, please illustrate a WB-20, BC Transit Bus, and Fire Truck No. 34 (Hurricane 95' Chassis) on this truck, bus, and emergency response route.

DISCUSSION REQUIRED
- TR11

The proposed bollards south of the driveway should be shifted to private property. A plan revision is required. Details (shop drawings) for the proposed bollards will be required for BP submission.

Bollards removed.
- TR12

The provision of the on-street loading to facilitate the loading requirements for the property is not supported. A plan revision is required.

Loading stall provided at south edge of site. Short-term small scale loading stall also provided at vehicle ramp for marina loading.

Underground Utilities:

Previous Comments from April 13, 2016 and TRG Summary from September 30, 2016 still apply and in addition the following review comments from the submission from August 4, 2017 (below)

UU1 *Underground Utilities have received the information requested in previous review and will be evaluating accordingly. Please contact Randy Chang 250-361-0512 if you require further information.*

Background:

UU2 *If it is determined that sewage attenuation is required, the registration of a section 219 covenant will be necessary to secure the commitment to attenuate sewage. Registration of the covenant is required prior to Public Hearing;*

A change in zoning may allow for changes in permitted use and density resulting in increased sewage flow rates. The City’s sanitary sewer system may not, at present, be sufficient to accommodate the increased flow rates. If the anticipated peak flow rate produced by the new development is greater than the estimated peak flow rate of sewage that would normally be generated by permitted development under the existing zoning regulation, then attenuation of flows will be required. A report prepared by a qualified Engineer comparing pre and post development sewage flow rates shall be submitted to the Engineering Department. The report is to include measures that the developer intends to take to attenuate the sewage if required.

REFER TO WSP Report included in appendix.

Parks Division Comments:

Contact: Jane Waters, Telephone: (250) 361-0622

Conditions to be met prior to the Committee of the Whole:
Comments:

PD1 *We are supportive of the play elements incorporated into the public and private spaces as this follows policy for downtown open space and a desire for more play elements in the public realm.*

NA

PD2 *All off site works will be to the standards and specifications as set in the Victoria Subdivision and Development Servicing Bylaw 12-042 Schedule: City of Victoria Supplementary Specifications for Trees and Irrigation.*

Noted.

PD3 *There are no existing trees that require retention in accordance with the Tree Preservation Bylaw 05-106, as they are within the building envelope, and may be removed. Existing trees in Reeson Park to be protected prior to construction commencing. Deficiencies*

Noted.

PD4 *With the exception of the approved David Foster Harbour Pathway alignment through Reeson Park, please show the existing condition of the park including tree locations in in your submission.*

Noted.

PD5 *Please confirm the south elevation of the parkade entrance ramp meets existing grades within Reeson Park.*

Retaining wall likely required. Coordination with Reeson Park redesign ongoing.

Parks Division Comments:

PD6 *Please show landscaping and/or hardscape design for the Wharf Street medians as part of the frontage improvements.*

Depends on improvements (bike, right turn configuration etc).

Permits and Inspections Division Comments:

Contact: Brian Macpherson, Telephone: (250) 361-0344 Ext. 2

Conditions to be met prior to the Committee of the Whole:

PI1 *Check the fire fighting access to the existing buildings.*

Refer to Code concept letter included in appendix.

PI2 *Check the unprotected openings on the side that face the existing buildings. Fire Department Comments: Contact: Steven Meikle, Telephone: (250) 920-3363*

Refer to Code concept letter included in appendix.

PI3 *Section of building over driveway access to parkade to have a min. of 5.0m overhead clearance.*

NA



Johnson Street Gateway Project
1314-1318, 1324 Wharf Street, Victoria BC

Design Rationale

DIALOG

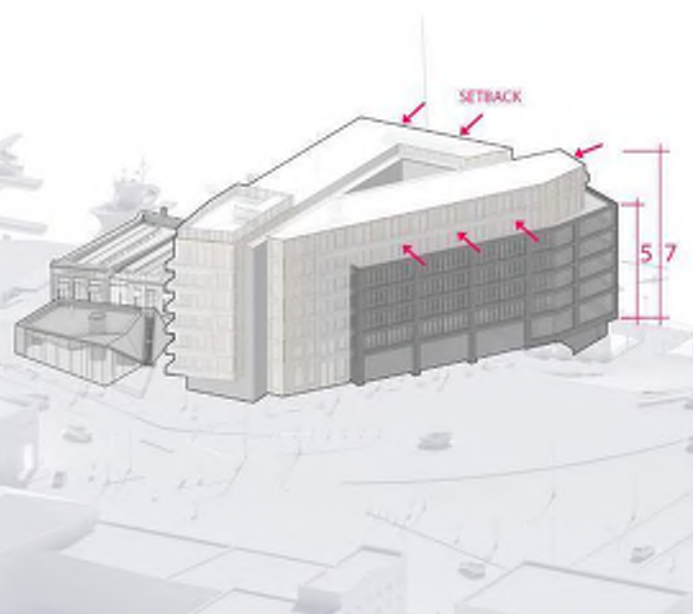
Design Rationale: Massing



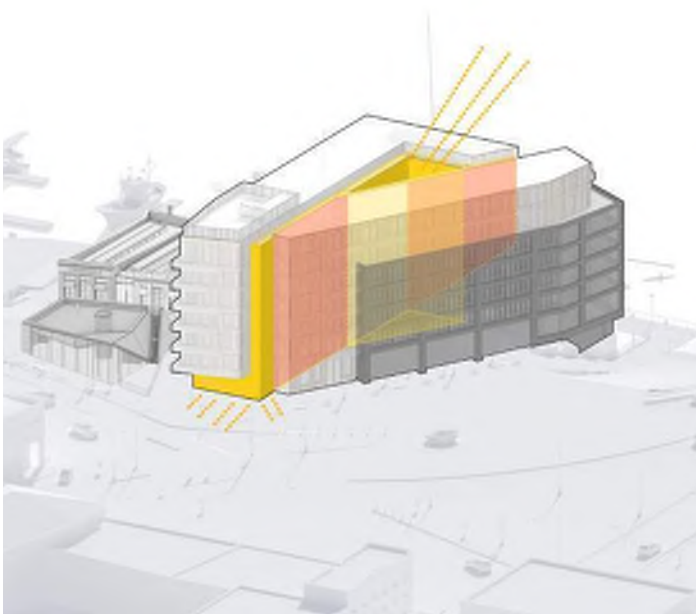
The proposed ‘flatiron’ form of the new buildings creates a natural view termination at the corner of Johnson and Wharf with its highest point stepping visually down to the harbour as the building widens to frame and respond to the existing urban structure. This prominent site is matched by the proposed robust building form used to frame and define a series of public open spaces and to integrate the renewed heritage structures of the Fraser and Caire Grancini warehouses (Northern Junk Buildings) on site.



A strong masonry volume with a consistent 5-storey datum is defined by large brick frames divided into storefronts by brick piers at sidewalk level and residential balconies above. Overhanging balconies are avoided within the brick volumes to be more in keeping with the commercial and warehouse architectural heritage of this area.

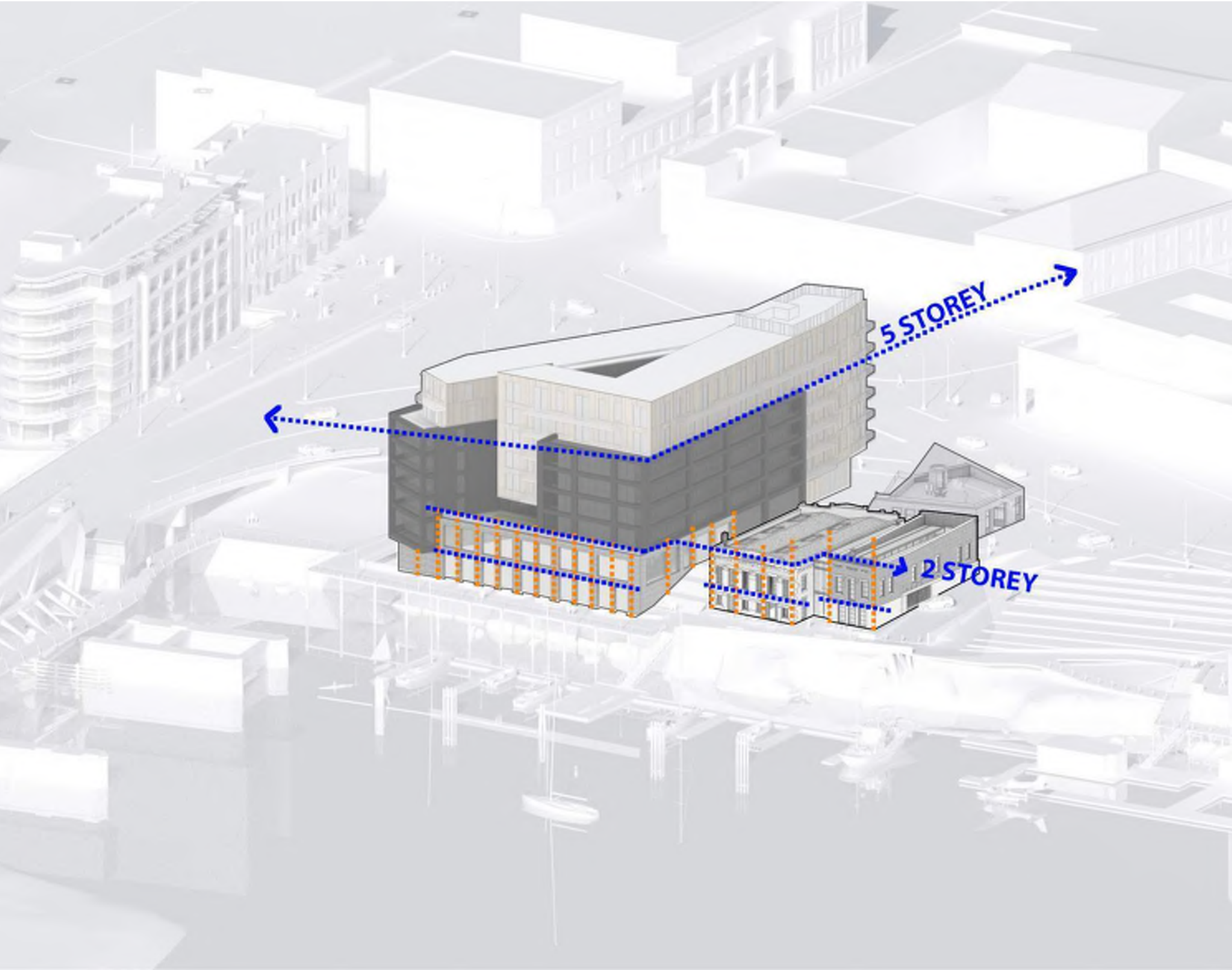


Massing is stepped inward above the 5th storey and opened up at ground level to allow views of the water and the heritage buildings within the site.



Nested within the masonry elements is another pair of volumes articulated in metal and glass coloured to reference the warm earth-tones of Old Town brick but using a more contemporary material. These volumes are arranged around an internal light well that brings natural light into the corridors and amenity spaces of the residential building.

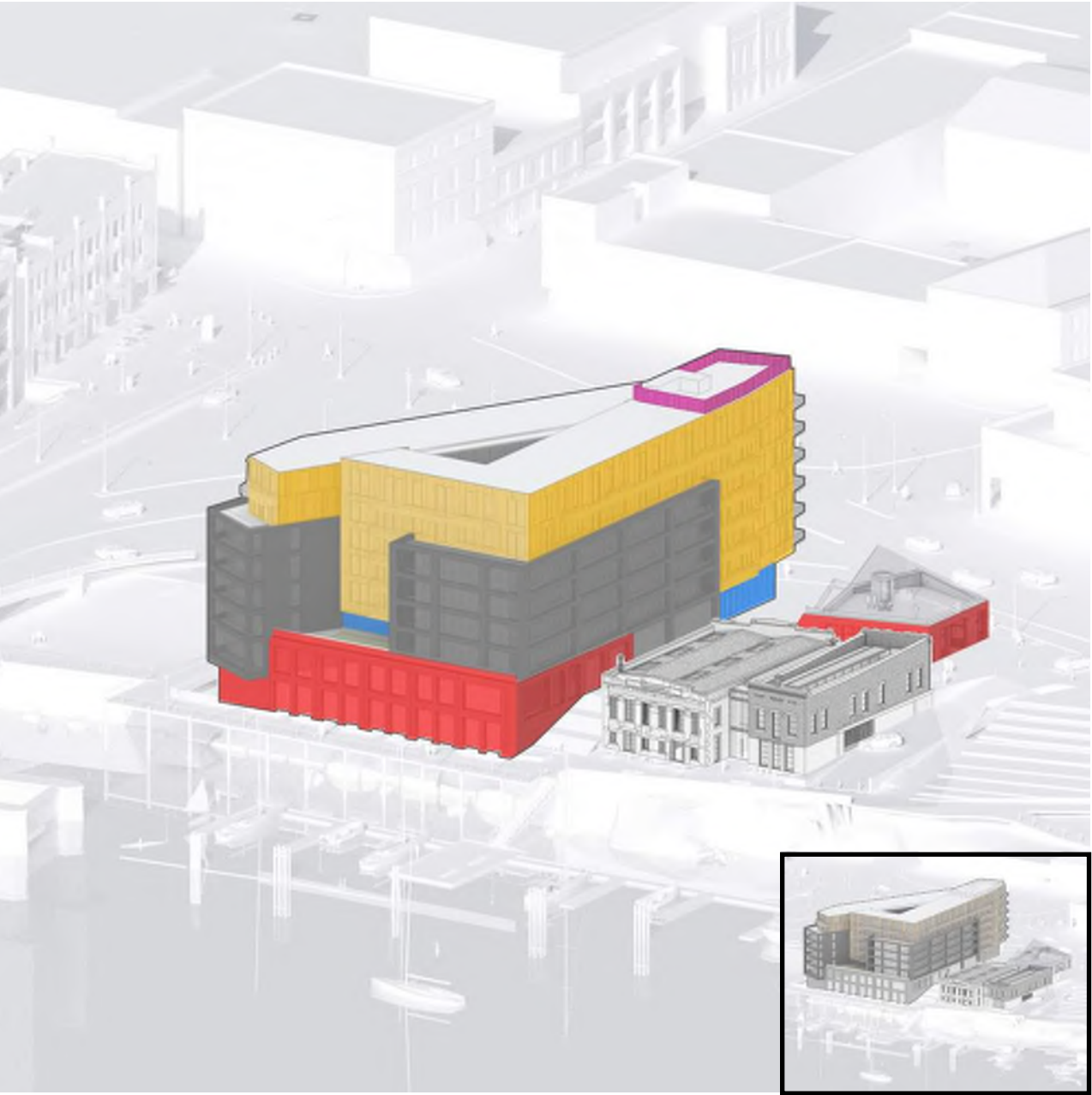
Design Rationale: Massing



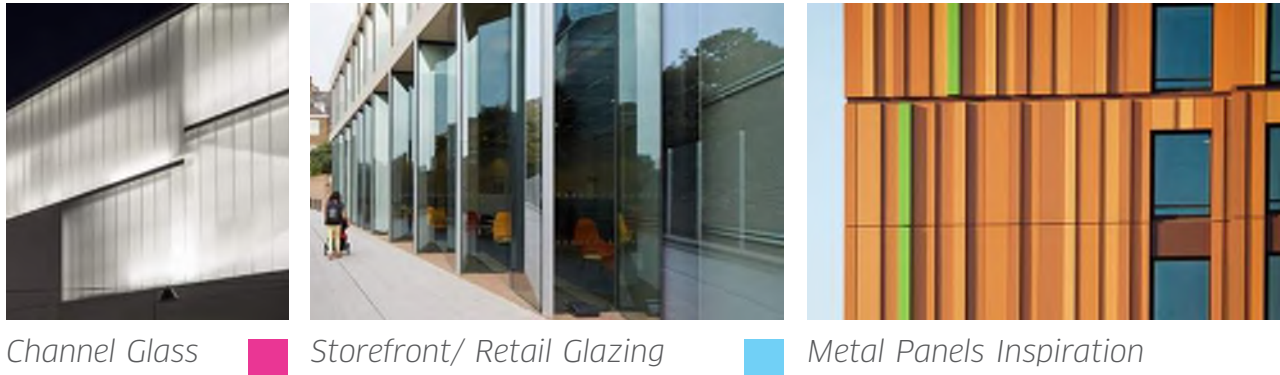
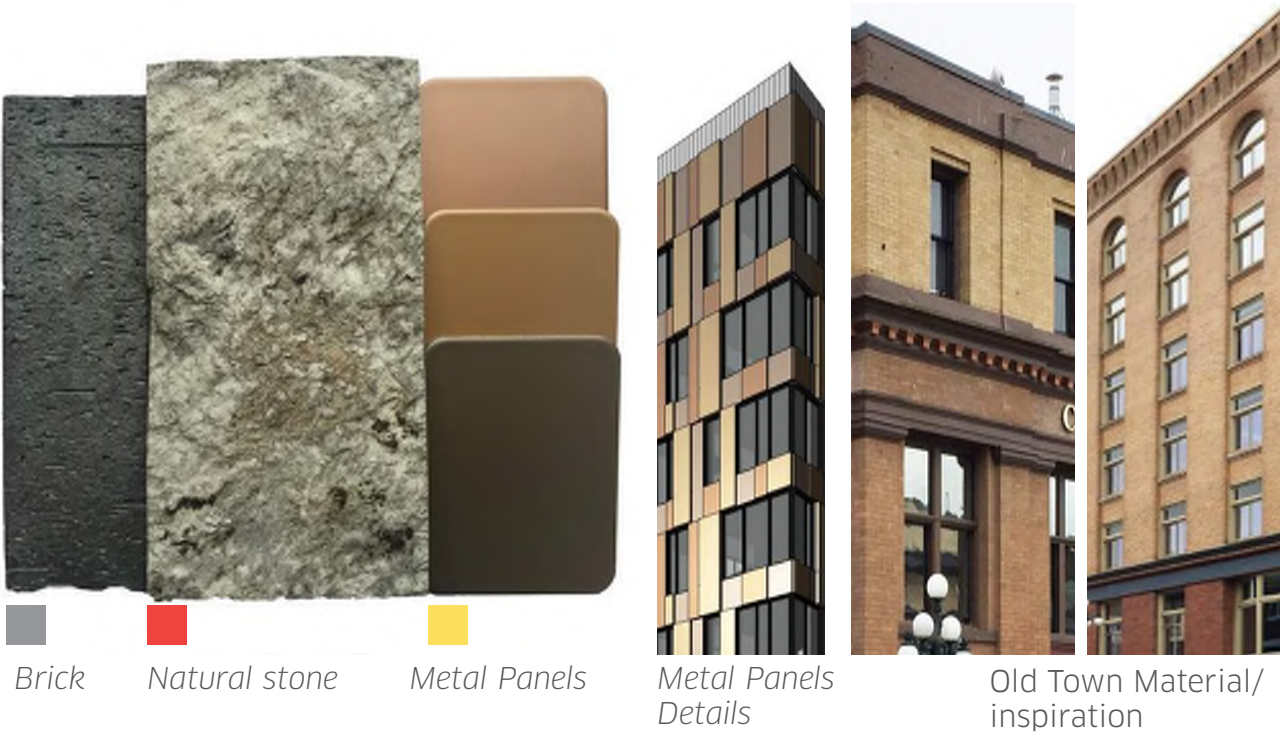
Whereas previous iterations of the project have presented a full perimeter elevation along both Johnson and Wharf with two distinct sides -one facing downtown, one facing the harbour, the new configuration is more compact and essentially has three elevations, visible simultaneously from harbour or town.

The harbour side of the building is characterized by a foreground of 2-storey series of live-work spaces at the scale and rhythm of the heritage warehouses that share material and proportion with the existing buildings and extending the historical pattern of waterfront warehouse structures. The visual scale of storeys above are broken down into smaller volumes with setbacks, insets and different materials.

Design Rationale: Materiality



A palette of durable high-quality materials has been carefully selected to speak to the existing architectural context and to bring a contemporary sensibility to some of the new elements.



Brick Detail

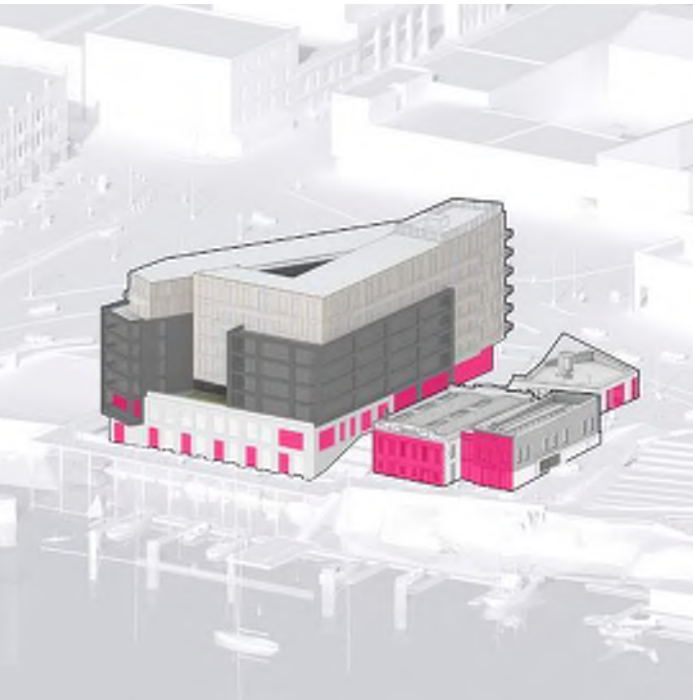
Stone masonry is used at ground levels to tie in with the Northern Junk buildings and provide a textured material adjacent to pedestrian areas.

Brick masonry –a traditional Old Town material- is presented in a contemporary dark colour with crisp lines distinguishing the project from its surroundings by updating a common material.

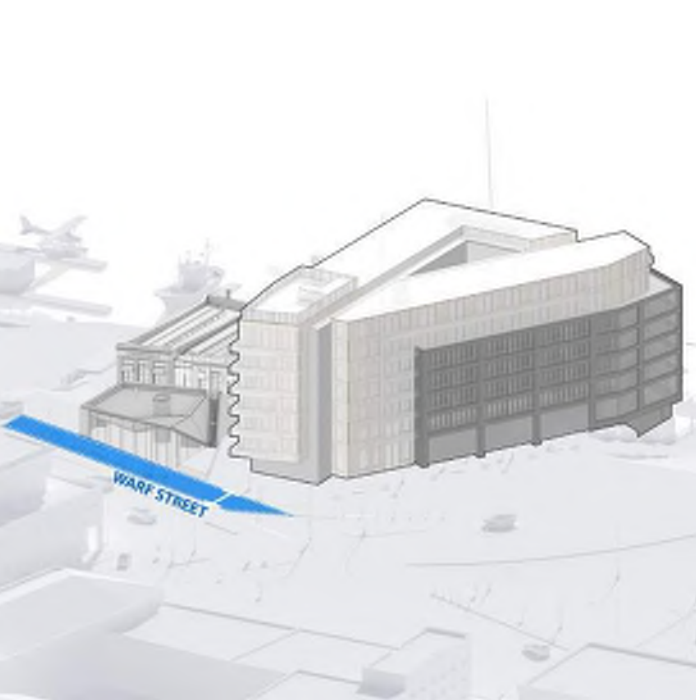
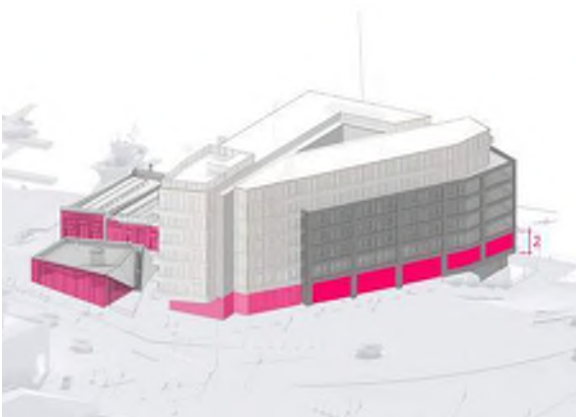
Metal panels with variegated colour pick up the colour palette of the traditional brick buildings with a modern material.

Glazing is used in large storefronts and as breaks in the massing of the building, adding a sleek, modern element to accent the more traditional material palette of stone and brick.

Design Rationale: Public Realm



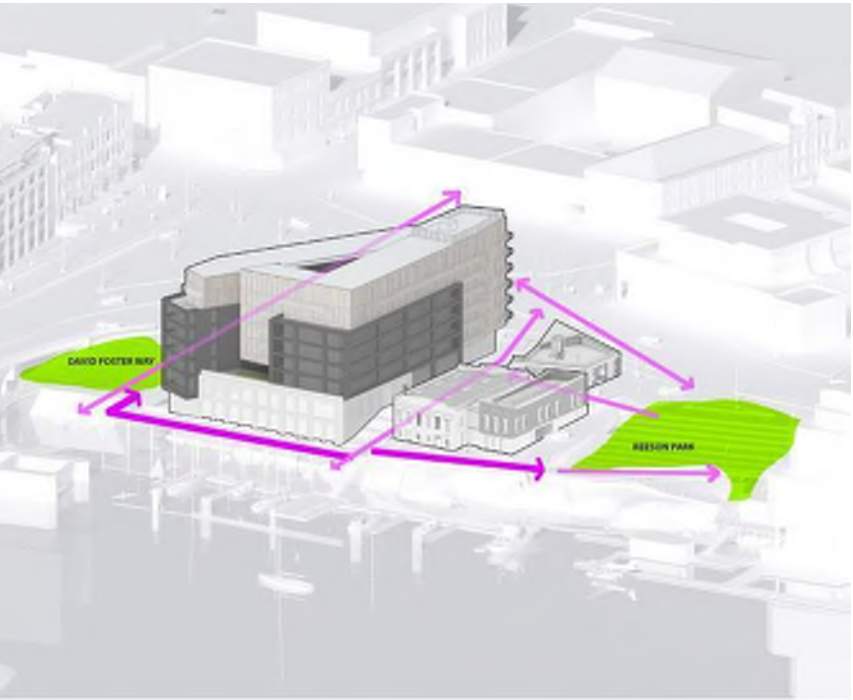
All public edges are activated by commercial frontage and residential units with home occupation uses. Lobby and storefront entrances provide frequent punctuation and access to the project at grade.



The eastern edge of the building is set back from the property line to maintain a 4m sidewalk along Wharf Street.



New outdoor seating opportunities are provided along the waterfront walk and the internal mews.



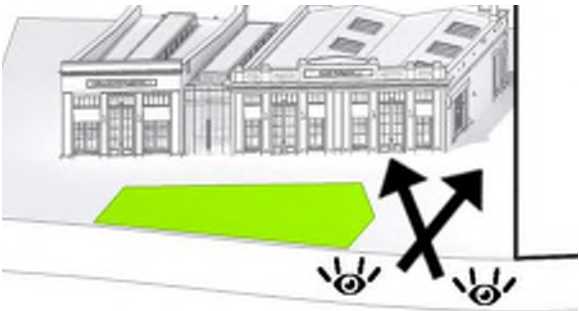
Multiple pedestrian routes are provided into and around the project creating new ways to connect downtown with the waterfront and completes the David Foster Way connection from Reeson Park to the Johnson Street Bridge.



Design Rationale: Heritage

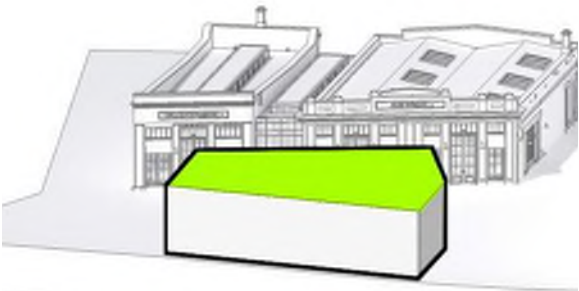
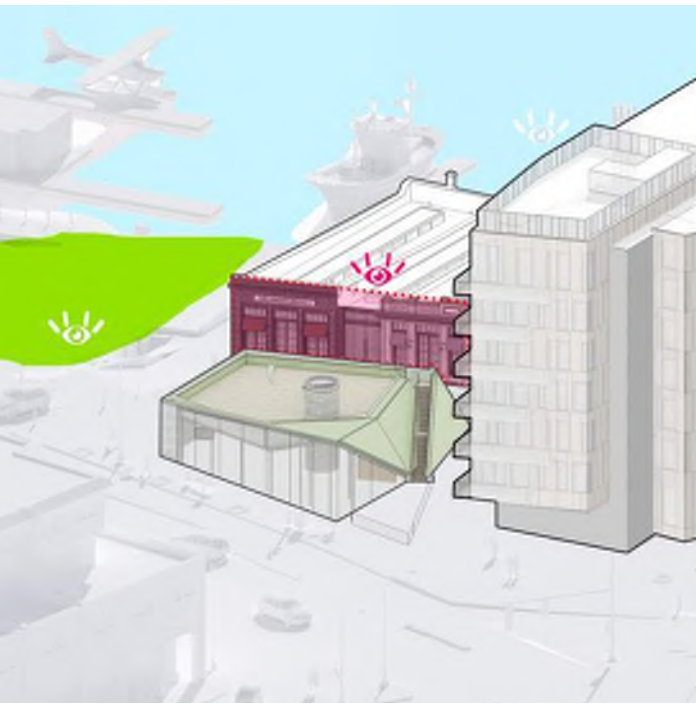


- Full renovation/rehabilitation of existing structures.
- Previous additions to west facades have been removed to better feature the restored facades while creating a larger patio space at the waterfront walk level.
- Internal mews created along old Wharf Street alignment to help re-activate heritage commercial frontages with new facing commercial frontage of complementary scale and materiality.



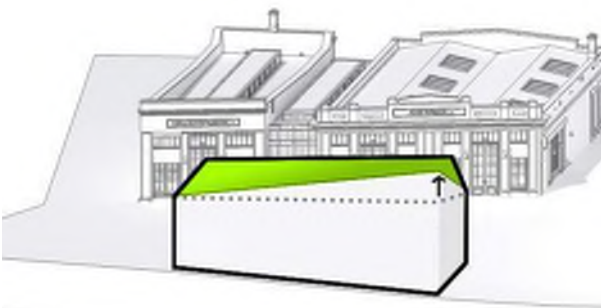
1-OUTLINE

Footprint established by view access and loading bay requirements



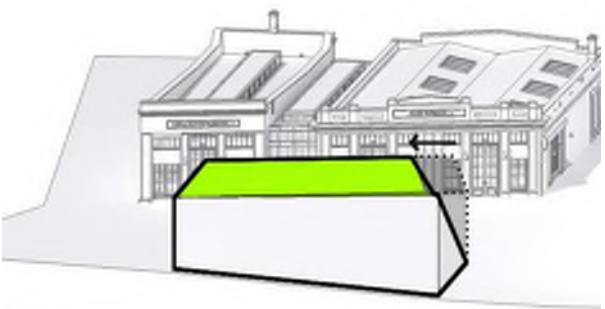
2-EXTRUDE

One storey structure in keeping with Northern Junk scale. Establishes commercial mews between old & new.



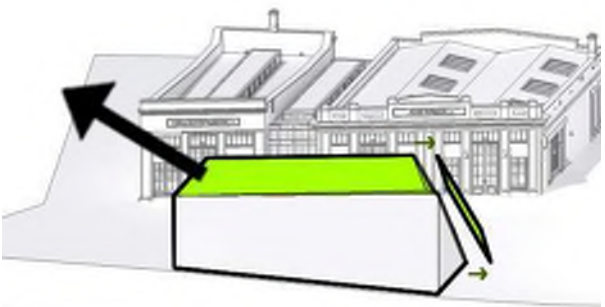
3-LIFT

Corner raised at intersection to create gateway. Echoes the varied roof line of the heritage buildings & draws the eye up to the new building.



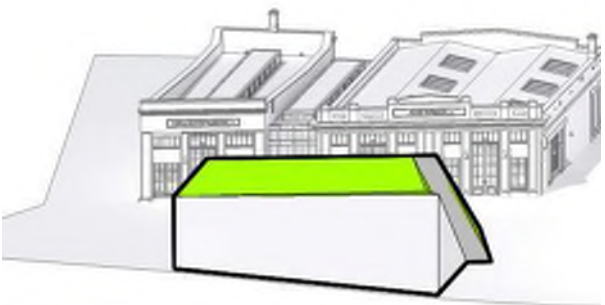
3-TILT

Northern facade is canted to further open the views to heritage and increase sunlight access to internal mews.



5-OFFSET

Rooftop patio oriented to views over Reeson Park , accessed by exterior stairs.



6-STAIRS

- New structures have been carved back to allow views from downtown to the heritage buildings.
- New structures echo forms, glazing proportion and materials of the heritage buildings without overtly replicating them.



Victoria DRA / CALUC Meetings Update

Feb 16, 2018

Miko Betanzo
Senior Planner – Urban Design
Sustainable Planning & Community Development
City of Victoria, 1 Centennial Square
Victoria, BC V8W 1P6

The following is a summary of the public meeting held by the DRA/CALUC on December 11, 2017. This meeting was held as a result of the significant changes proposed to the application relative to those as presented in the two previous meetings (July 28, 2015 and December 16, 2016).

Jon Stovell of Crosstown/Reliance Properties and Adrian Politano of DIALOG presented background of rezoning application and process to date. The presentation focused on key areas for improvement identified through review process by City staff and through informal meetings with Staff and with DRA on October 2, 2017, and City Staff on November 14, 2017 that have led to a revised configuration for the buildings on site.

Key elements of the revised scheme as presented to the December 11, 2017 DRA/CALUC meeting remain part of the current submission:

- South wing of building removed, reducing perceived length and mass of facades.
- 7-storey massing concentrated at north edge of site; setback above level 5.
- Flatiron triangular building plan with high point of massing located at Wharf/Johnson intersection to address view termination condition.
- Re-establishment of old Wharf street alignment in form of mews in front of Northern Junk Buildings connected to Reeson Park.
- Site configuration reconfigured to open views to Northern Junk buildings from Wharf/Johnson intersection, from south approach and eliminate 5-storey background building behind as seen from the harbor.
- Pedestrian areas all open to sky.
- All grade level edges activated by commercial frontages.
- Elevation from harbor side of main building has been broken down into multiple elements.
- Materials include natural stone on harbor side and Wharf St. level to tie to heritage buildings; masonry warehouse style openings for 5-storey mass, and glazed/metal panel cladding for upper floors.
- Single-storey commercial pavilion used in plaza to define pedestrian spaces while maintaining scale of heritage structures.
- Off-street loading solution at south edge of site.

PRINCIPALS

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CRAIG APPELGATH, AIBC, PPOAA, AAA, LEED® AP
NARESH ARORA, P. ENG.
JOOST BAKKER, AIBC, AAA, OAA, SAA
ALAN BONIFACE, AIBC, AAA, AIA
DOUGLAS CARLYLE, BES, M. LAND ARCH., AALA
GERALD CARSON, P. ENG.
DOUG CINNAMON, AIBC, AAA
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NORMAN HOTSON, AIBC, AAA, OAA
DARIA KHACHI, P.ENG.
GRANT KIDD, P.ENG., LEED® AP
ADRIAN LAO, AAA, MRAIC, NSAA, LEED® AP
MARION LARUE, BES BARCH, AIBC, CAB (CALIFORNIA), LEED® AP, MRAIC
JANICE LIEBE, AIBC, AAA, OAA, LEED® AP
TIM MCGINN, P. ENG., LEED® AP

JIM MONTGOMERY, P. ENG., LEED® AP
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MARTIN SPARROW, AIBC, AAA, OAA, LEED® AP
LYNN WEBSTER, AIBC, AAA, OAA, LEED® AP
THOMAS WU, PHD, PENG, STRUCT ENG, PE, SE
ROD YEOH, B.A. SC., P.ENG, P.E., LEED® AP BD+C
* DENOTES "ARCHITECT AIBC" OR "ARCHITECT AAA"

DIALOG BC
ARCHITECTURE ENGINEERING
INTERIOR DESIGN PLANNING INC



July 2015: 12-storey



December 2015: 5-storey



December 2015: 5-7-9-storey



December 2015: 5-7-storey



Comments and questions from the public following the presentation:

- Concerns about disruption from proposed bike lane; seeking further public engagement about its design
Beyond scope of proposal
- Lack of commercial parking in area –how much can our project provide?
The project provides 57 new below-grade parking stalls divided between commercial and residential uses.
- Desire to see more detail and facade articulation.
Much of the design development has concerned developing the articulation of the facades.
- Desire to see commercial tenants esp. restaurants in the heritage buildings; many questions about what tenants are planned.
A range of tenant types including restaurants are being considered; provisions have been made for a range of user types, and the proposal can be flexibly divided for a range of tenant sizes.
- Questions about homeless population displacement.
Beyond direct scope of proposal.
- Questions about materials.
The palette of materials has been refined and includes a range of high-quality materials that are complementary to the context, including natural stone, brick masonry and metal panels.
- A few inquiries about effect on views from adjacent buildings (Regent and Union) -mostly positive as the building is much narrower as seen from east.
Individual view studies were offered if people sent photos from their suites.
- Several comments that this massing solution was an improvement
Flatiron massing has been maintained and refined since meeting.
- Question asked about tenant amenities and sustainable features
Indoor and outdoor amenities are provided at level 2; a range of sustainable features will be pursued.
- Many inquiries about purchase of suites and approximate sizes and prices.
Too early to comment.
- Comments to please expedite the development.
Proponent team is working towards re-application as soon as possible.



Aug 2017: 5-7-storey

The design team together with Crosstown properties believe the February 2018 revised rezoning/development permit application is a reflection of the ongoing evolution and development of the design as a reflection of feedback received from the DRA process and City reviews to date.

Images of the previous designs and configuration as shown at the 11 Dec. 2017 DRA are included with this letter to show the consistency of present proposal with information previously presented.



Dec 11 2017: Flatiron Massing

Please let us know if you have any questions or require additional information.

Yours truly,

DIALOG® BC Architecture Engineering Interior Design Planning Inc.

Alan Boniface Architect AIBC AAA MRAIC AIA
PRINCIPAL



Feb 2018 Revised Application



Appendices

Architectural Design Drawings

DIALOG



JOHNSON STREET GATEWAY

CIVIC ADDRESS : 1314-1318, 1324 Warf Street, Victoria, BC

LEGAL ADDRESS : Lot 182A, Lot 182F, Lot 182G and Road Closure Area represented by Plan NO. EPP8684 for City of Victoria Bylaw NO. 14-043

REZONING AND DEVELOPMENT PERMIT (AMENDMENT)
February 16, 2018

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TRANSPORTATION

BUNT & ASSOCIATES ENGINEERING
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DRAWING LIST

A0.00	COVER SHEET
A0.01	PROJECT DATA
A0.02	SITE SURVEY
A0.03	CONTEXT PLAN
A0.04	EXISTING CONTEXT PLAN
A0.05	NET SITE AREA
A0.06	AVERAGE GRADE CALCULATIONS
A1.00	SITE PLAN
A1.01	FIRE TRUCK ACCESS PLAN
A1.02	OPEN SITE SPACE
A2.00	P1 FLOOR PLAN
A2.01	L1 FLOOR PLAN
A2.02	L2 FLOOR PLAN
A2.03	L3 FLOOR PLAN
A2.04	L4 FLOOR PLAN
A2.05	L5 FLOOR PLAN
A2.06	L6 FLOOR PLAN
A2.07	L7 FLOOR PLAN
A2.08	ROOF PLAN
A4.00	BUILDING SECTIONS
A5.00	ELEVATIONS
A5.01	ELEVATIONS
A5.02	CONTEXT ELEVATIONS
A5.03	HERITAGE EXISTING ELEVATION
A5.04	HERITAGE PROPOSED ELEVATIONS



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2	2017-12-11	CALUC MEETING	

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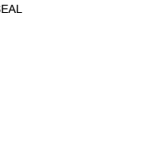
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PROJECT DATA

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CIVIC ADDRESS: 1314-1318, 1324 Wharf Street, Victoria BC

LEGAL ADDRESS: Lot 182A, Lot 182F, Lot 182G and Road Closure Area represented by Plan NO. EPP8684

PROJECT INFORMATON TABLE	
ZONE (Existing)	IHH INNER HARBOUR HERITAGE DISTRICT CA-3C OLD TOWN DISTRICT
PROPOSED ZONE OR SITE SPECIFIC ZONE (if unsure, state " new zone")	NEW ZONE
PROPERTY AREA (sq. m.)	4,798 m ² 51,645.24 SF
NET SITE AREA ** (sq. m.) for FSR and Coverage	4,152.00 m ² 44,691.76 SF
TOTAL FLOOR AREA (sq. m.)	11,692.46 m ² 125,857 SF
COMMERCIAL FLOOR AREA (sq. m.)	2,278.39 m ² 24,524 SF
FLOOR SPACE RATIO	2.82
SITE COVERAGE (%)	73% (3,496 SM)
OPEN SITE SPACE * (%)	27% (1,301 SM)
BUILDING HEIGHT ***	28.87m
NUMBER OF STOREYS	8 STOREYS
PARKING STALLS (NUMBER) ON SITE	57 STALLS
BICYCLE PARKING NUMBER (Class 1 and Class 2)	107 Class 1 Res. + 6 Class 1 Comm. + 6 Class 2 Res. + 6 Class 2 Comm.

BUILDING SETBACKS (m)	
North Yard	0m
South Yard	6.08m
West Yard	7.77m
East Yard	1.52m

RESIDENTIAL USE DETAILS	
Total Number Of Units	103 UNITS
Unit Type, e.g., 1 bedroom	STUDIO, 1BD, 2 BD, 3BD
Boardwalk-Oriented Units	6
Minimum Unit Floor Area (sq. m.)	38.5 sq. m. (414 sf.)
Total Residential Floor Area (sq. m)	9,414.07 m ² 101,332 SF

* MEASURED FROM WHARF ST. / PLAZA GRADE

** SEE A0.04 FOR FURTHER INFORMATION

*** MEASURED FROM AVERAGE GRADE.
SEE A0.06 FOR FURTHER INFORMATION ABOUT AVERAGE GRADE CALCULATION

UNIT BREAKDOWN			
1 Bedroom	3,873 SF	6	6%
2 Bedroom	29,937 SF	33	32%
3 Bedroom	15,783 SF	12	12%
Studio	26,831 SF	52	50%
TOTAL	76,423 SF	103	100%

COMMERCIAL AREA		
COMMERCIAL	2,278.39 m ²	24,524 SF

PARKING COUNT	
PARKING STALL	55
HANDICAP STALL	2
57	

OVERALL AREAS		
LEVEL P1	1,431.64 m ²	15,410 SF
LEVEL 1	2,332.31 m ²	25,105 SF
LEVEL 2	1,333.35 m ²	14,352 SF
LEVEL 3	1,366.42 m ²	14,708 SF
LEVEL 4	1,366.44 m ²	14,708 SF
LEVEL 5	1,366.45 m ²	14,708 SF
LEVEL 6	1,247.94 m ²	13,433 SF
LEVEL 7	1,247.92 m ²	13,432 SF
TOTAL	11,692.46 m ²	125,857 SF

RESID. AMENITIES		
AMENITY	54.59 m ²	588 SF
GYM	45.32 m ²	488 SF
TOTAL	99.91 m ²	1,075 SF

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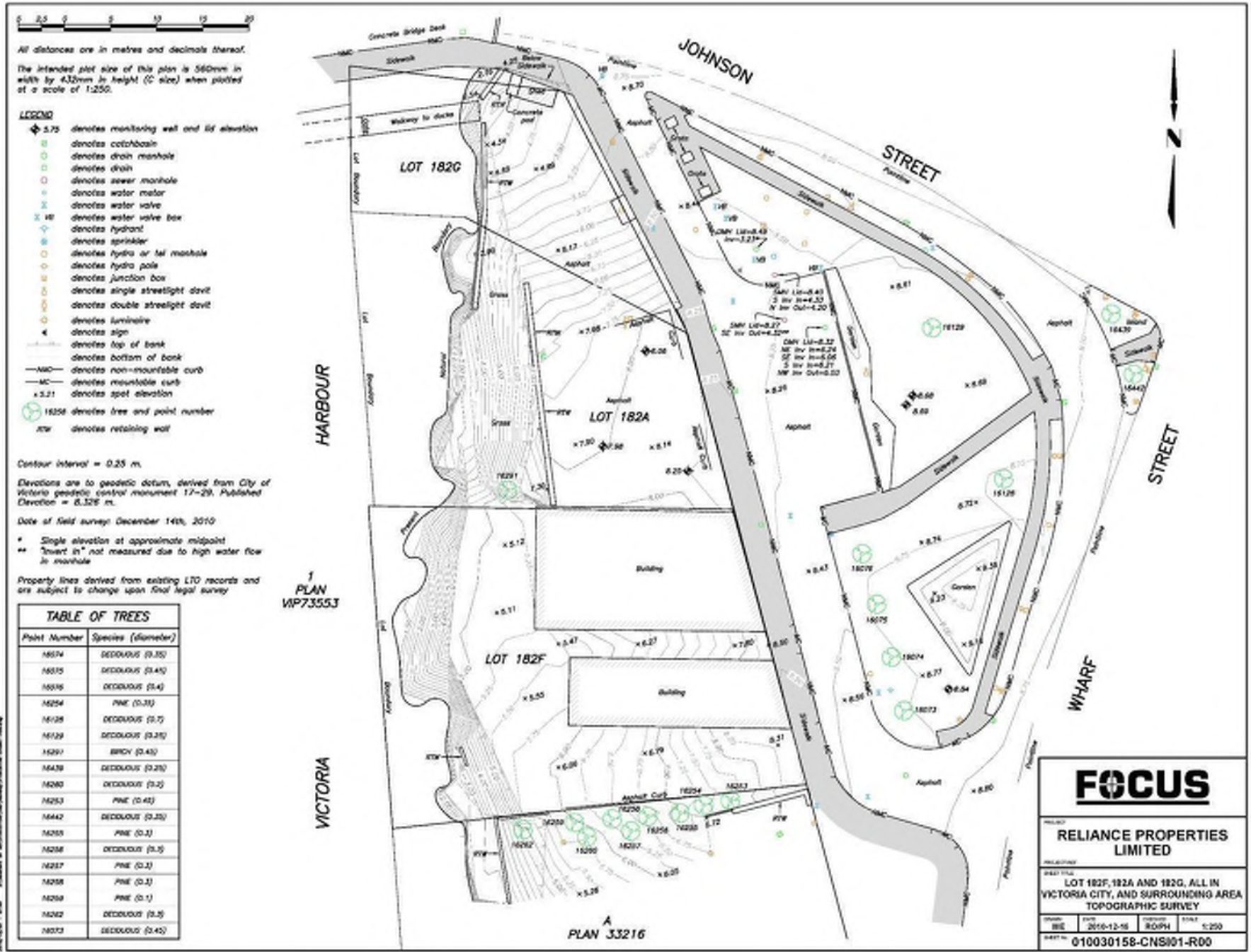
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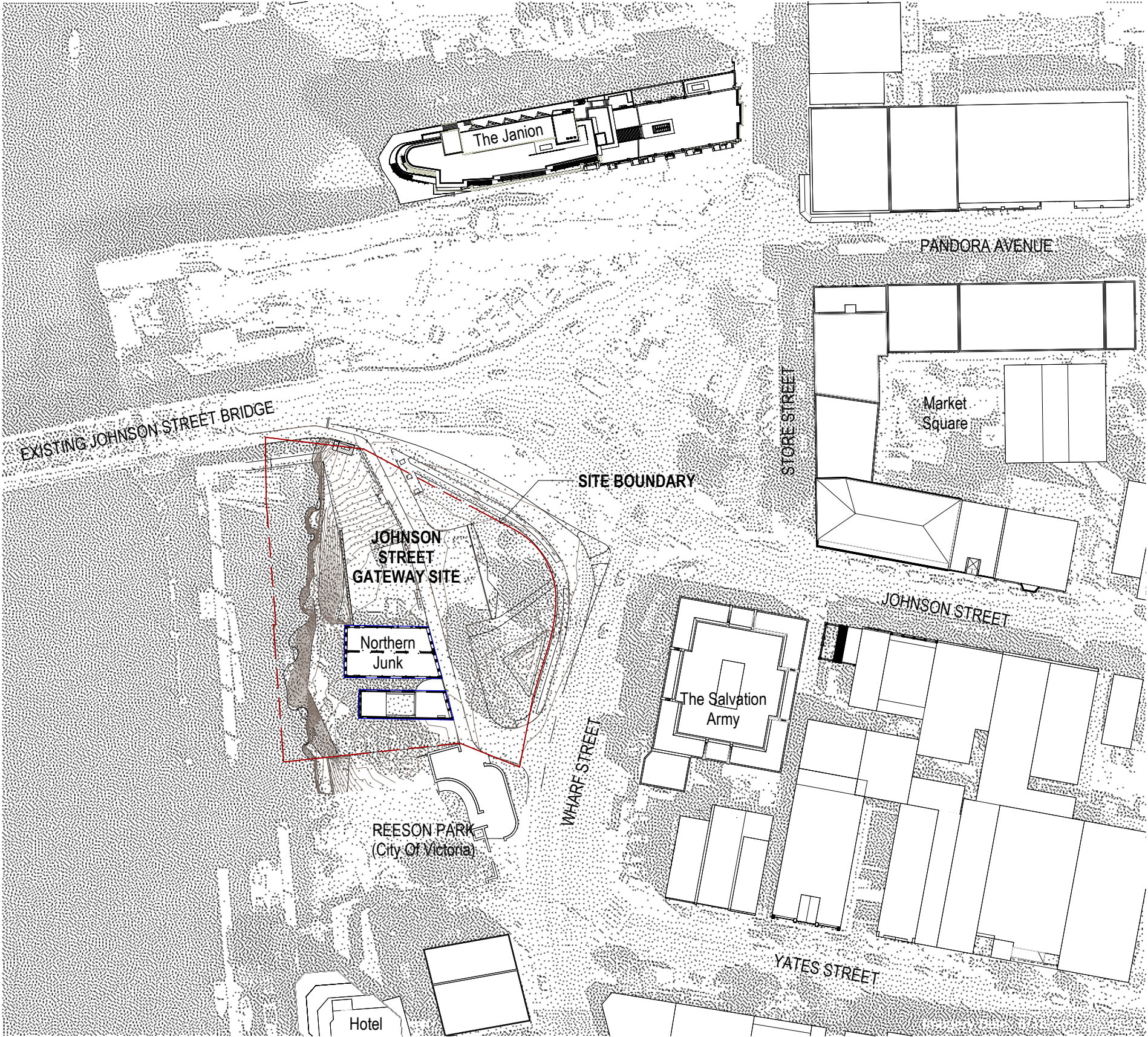
SITE SURVEY

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EXISTING CONTEXT PLAN
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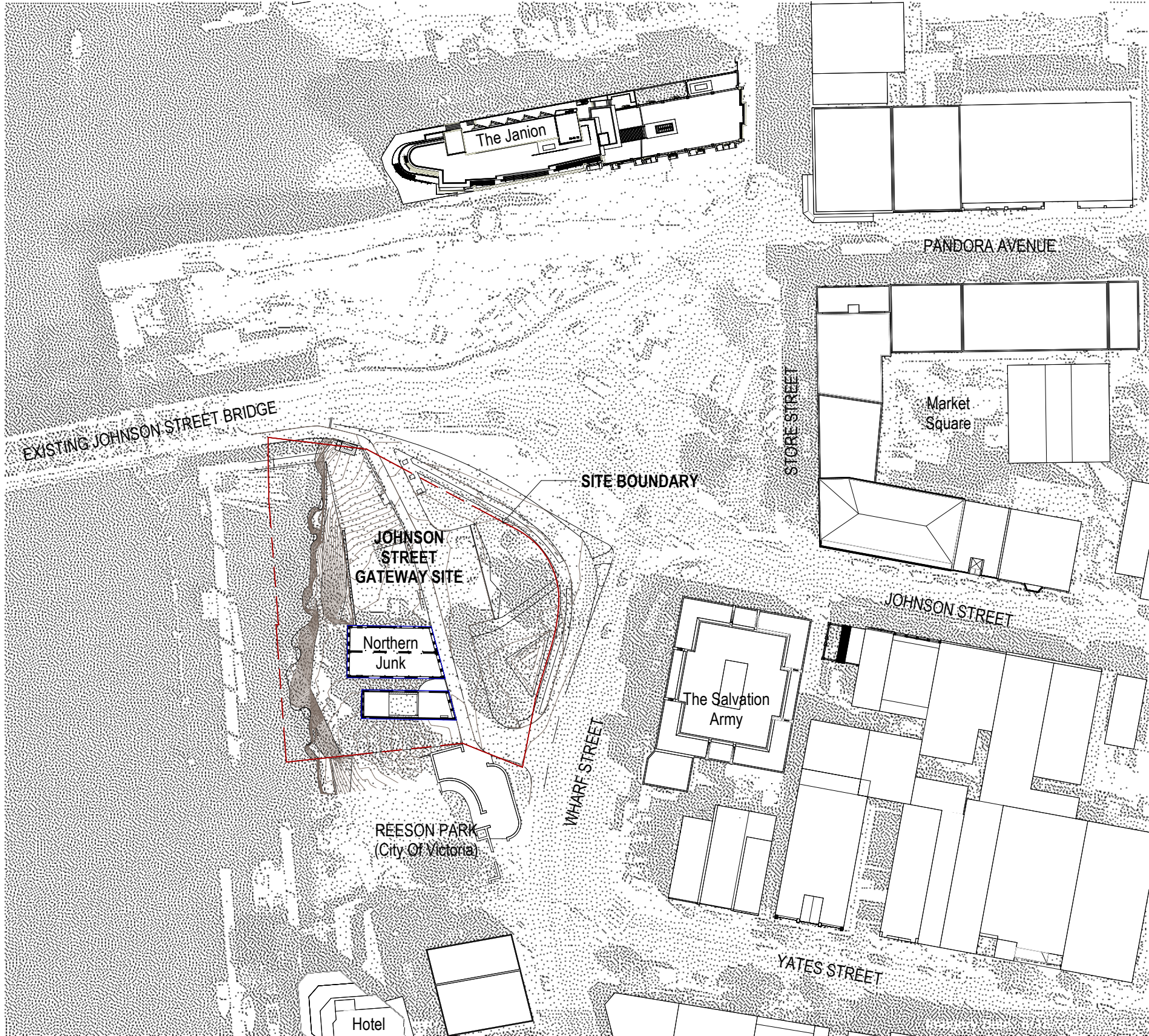
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PLAN

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CODE CONSULTANT
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212 FIFTH AVENUE W
NEW WESTMINSTER, BC, V3L 1R4
Tel: (604)-526-3335

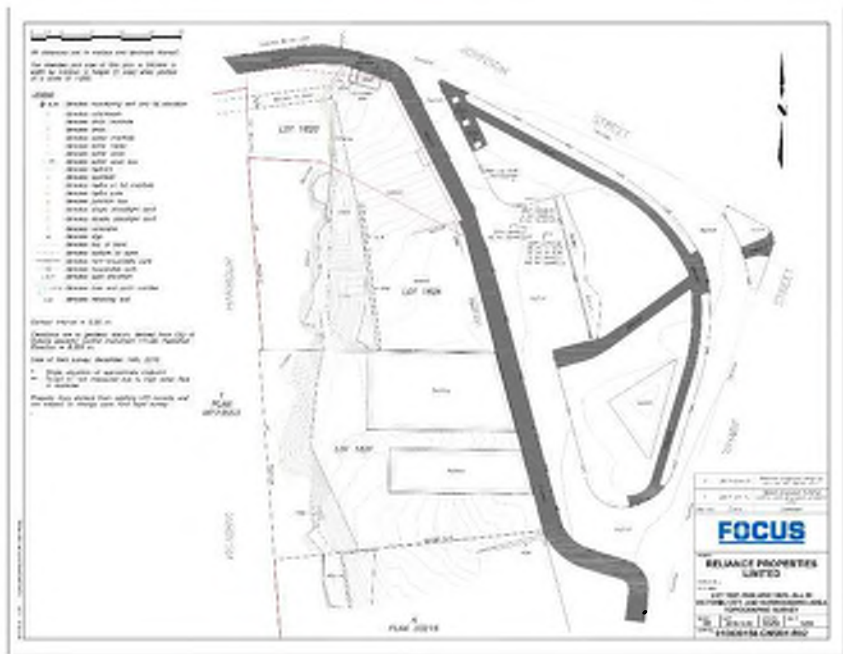
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INTEGRAL GROUP
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VICTORIA, BC V8W 2Y9
Tel: (250)-418-1288

SEAL

EXISTING CONTEXT
PLAN

DRAWN: Author
PLOT DATE: 2/15/2018 2:14:32 PM
CHECKED: AP

A0.04



ROAD CLOSURE PLAN, SHOWING THE EASTERN BOUNDARY OF THE SITE

File No: 171-10644-00 Date: July 26th, 2017

To: Crosstown Properties (Store Street) Ltd.
305 - 111 Water Street
Vancouver, BC V6B 1A7

From: Mich Labeur, BCLS
905P Canada
205 - 3600 Columbia Boulevard
Victoria, BC V8Z 0G9
Phone 250.384.5010

Attention: Jean-Pierre

RE: AREA CALCULATION - ABOVE AND BELOW PRESENT NATURAL BOUNDARY
LOT 1820, LOT 182A, LOT 182F and CLOSED ROAD PLAN EPP684
BEING THE JOHNSON STREET GATEWAY PROPERTIES

This letter is written to verify the areas of the above noted properties. The properties in question are original Victoria City lots containing land falling below the Present Natural Boundary. We confirm that our interpretation of the Present Natural Boundary is consistent with the definition of the Ordinary High Water Mark.

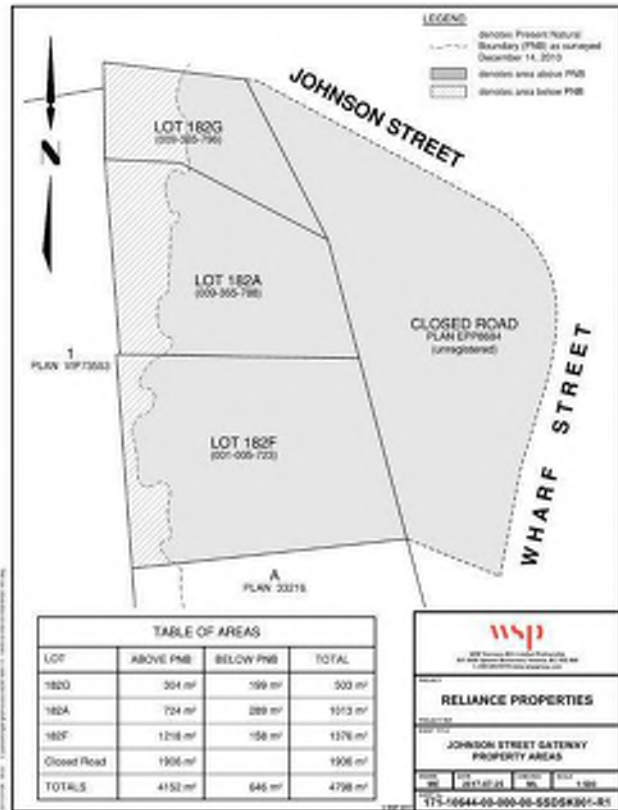
To clarify the allocation of these areas we have prepared the attached sketch detailing these areas above and below the Present Natural Boundary.

In summary:
The total area above the Present Natural Boundary for these properties is 4,112 square meters.
The total area below the Present Natural Boundary for these properties is 646 square meters.

Respectfully,

Mich Labeur, BCLS
Branch Manager / Land Surveyor, Victoria Geomatics
Co: Adrian Pollara, Rory O'Connell, Sheila McMillan

WSP
205 - 3600 Columbia Boulevard
Victoria, BC V8Z 0G9
Phone 1-250-384-5010
www.wsp.com



NET SITE FOOTPRINT, BASED ON THE 'PRESENT NATURAL BOUNDARY' FROM THE SURVEY AND THE EASTERN SITE BOUNDARY FROM THE ROAD CLOSURE PLAN.
FSR, SITE COVERAGE AND OPEN SITE SPACE CALCULATIONS WERE BASED ON THE NET SITE AREA.

HERNAN PLAN CERTIFICATION
PROVINCE OF BRITISH COLUMBIA

By completing your electronic signature and this form you are also incorporating your electronic signature into the attached plan and you are representing that you are a subscriber and that you have incorporated your electronic signature to the attached electronic plan in accordance with section 144(1) of the Land Title Act (RSA) (1996) and the Land Title Act (1996) and the Land Title Act (1996).

Each time used in this representation and certification is to be given the meaning ascribed to it in part 10.1 of the Land Title Act.

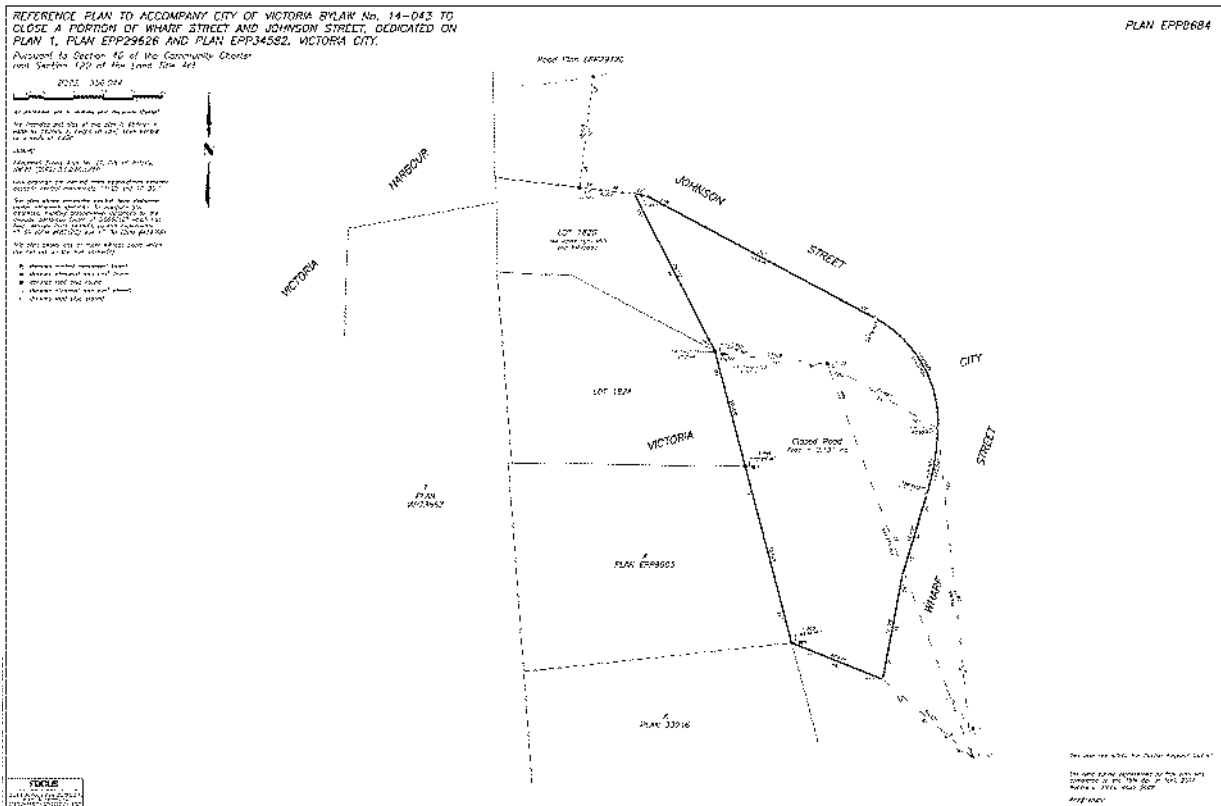
1. BC LAND SURVEYOR (Name, address, phone number):
Ranald L. Johns
57 Cadillac Avenue,
Victoria BC V8Z 1T3 Focus No # 013030162

2. PLAN IDENTIFICATION:
Plan Number: EPP684
This original plan number assignment was done under Constitution 1: 602

3. CERTIFICATION:
I am a British Columbia land surveyor and certify that I am present at and personally represented the survey and that the survey and plan are correct.

The field survey was completed on: 2017 April 15 (YYYY Month/Day)
The plan was completed and checked on: 2017 April 23 (YYYY Month/Day) 160451

4. SIGNATURE: [Signature]



ROAD CLOSURE PLAN, SHOWING THE EASTERN BOUNDARY OF THE SITE



ISSUED FOR
REV. 1
YYYY-MM-DD
2018-02-16
REVISION / DRAWING ISSUE
ISSUED FOR REZONING & DP
REVIEW

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SEAL
[Signature]

NET SITE AREA

DRAWN: RT
PLOT DATE: 2/15/2018 2:14:36 PM
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A0.05

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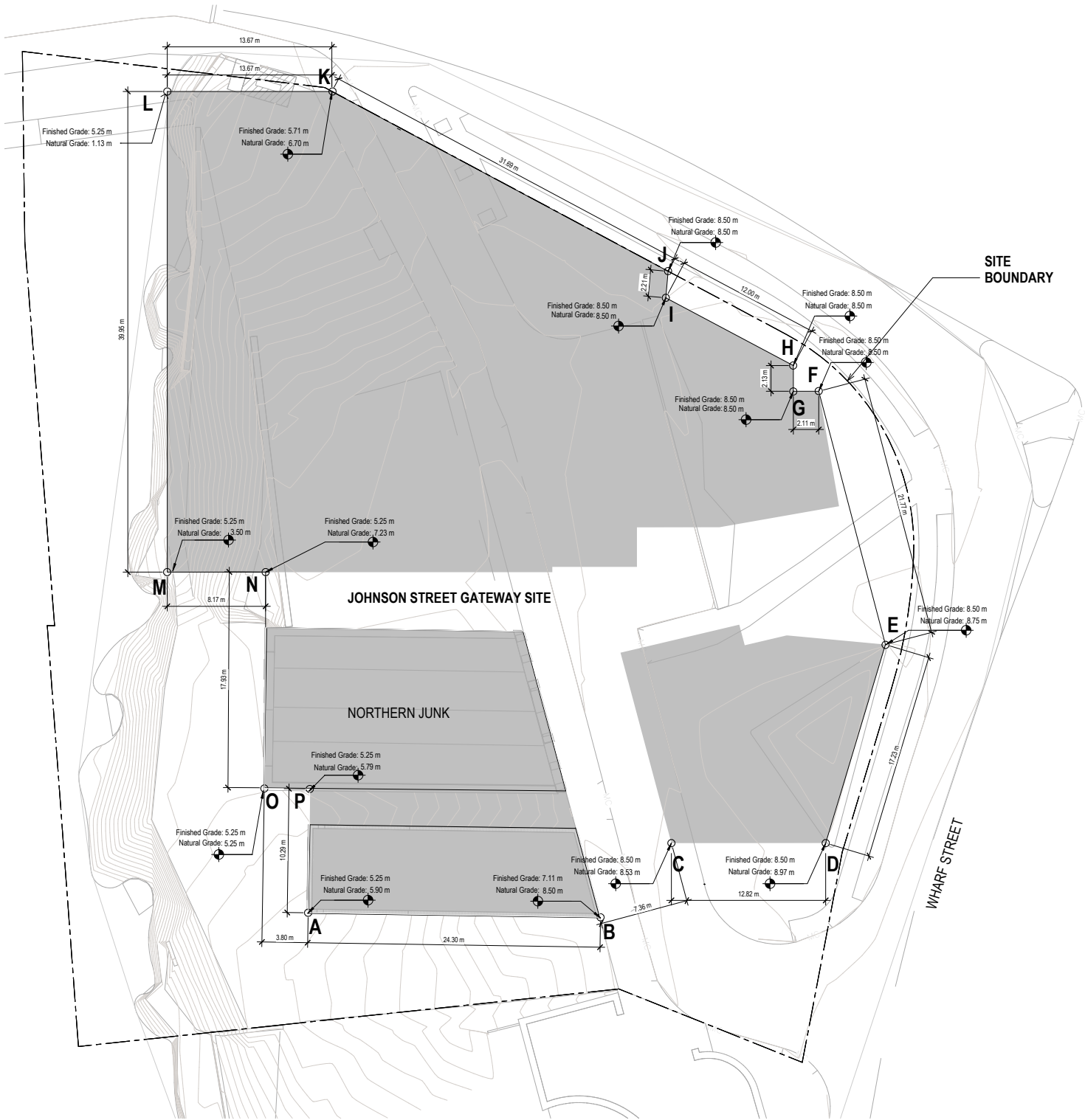
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SEAL

AVERAGE GRADE CALCULATIONS

DRAWN: SA PLOT DATE: 2/15/2018 2:14:43 PM CHECKED: AP

A0.06



BUILDING GRADE POINTS

SCALE: 1 : 200

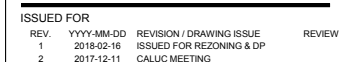
Johnson Street Gateway
City of Victoria
1314-1318, 1324 Wharf Street

Average Grade Calculation

Grade Points	Finished Grades	Natural Grades	The Lower Grades
A	5.25	5.50	5.25
B	7.11	8.50	7.11
C	8.50	8.53	8.50
D	8.50	8.97	8.50
E	8.50	8.75	8.50
F	8.50	8.50	8.50
G	8.50	8.50	8.50
H	8.50	8.50	8.50
I	8.50	8.50	8.50
J	8.50	8.50	8.50
K	5.71	6.70	5.71
L	5.25	1.13	1.13
M	5.25	3.50	3.50
N	5.25	7.23	5.25
O	5.25	5.25	5.25
P	5.25	5.79	5.25

Calculation	Average of Lower Grade	Distance	Total
Grade Points			
A+B	6.18	24.30	150.17
B+C	7.81	7.36	57.44
C+D	8.50	12.82	108.07
D+E	8.50	17.28	146.46
E+F	8.50	21.77	185.05
F+G	8.50	2.11	17.04
G+H	8.50	2.13	18.11
H+I	8.50	12.00	102.00
I+J	8.50	2.21	18.79
J+K	7.11	31.68	225.16
K+L	3.42	13.67	46.75
L+M	2.32	39.95	92.48
M+N	4.38	8.17	35.74
N+O	5.25	37.93	94.13
O+P	5.25	3.60	19.05
P+A	6.65	10.79	68.46
		Perimeter	Total
		227.43	1387.593806
			Average Grade
			6.10

* Finish grade is deemed to be a reliable base point than any natural grade below the intended David Foster Way walkway. Natural grade at these locations correspond to an odd site condition, due to the variable edge line going to the water.



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Tel: (250)-418-1288

SEAI

DRAWN: RT CHECKED: AP

DRAWN: RT
PLOT DATE: 2/16/2018 9:33:39 AM

A1.00

As indicated



PROJECT INFORMATION TABLE		
ZONE (Existing)	IHH INNER HARBOUR HERITAGE DISTRICT CA-3C OLD TOWN DISTRICT	
PROPOSED ZONE OR SITE SPECIFIC ZONE (if unsure, state "new zone")	NEW ZONE	
PROPERTY AREA (sq. m.)	4,798 m ²	51,645.24 SF
NET SITE AREA ** (sq. m.) for FSR and Coverage	4,152.00 m ²	44,691.76 SF
TOTAL FLOOR AREA (sq. m.)	11,692.46 m²	125,857 SF
COMMERCIAL FLOOR AREA (sq. m.)	2,278.39 m²	24,524 SF
FLOOR SPACE RATIO	2.82	
SITE COVERAGE (%)	73% (3,496 SM)	
OPEN SITE SPACE * (%)	27% (1,301 SM)	
BUILDING HEIGHT ***	28.87m	
NUMBER OF STOREYS	8 STOREYS	
PARKING STALLS (NUMBER) ON SITE	57 STALLS	
BICYCLE PARKING NUMBER (Class 1 and Class 2)	107 Class 1 Res. + 6 Class 1 Comm. + 6 Class 2 Res. + 6 Class 2 Comm.	

BUILDING SETBACKS (m)	
North Yard	0m
South Yard	6.08m
West Yard	7.77m
East Yard	1.52m

RESIDENTIAL USE DETAILS		
Total Number Of Units	103 UNITS	
Unit Type, e.g., 1 bedroom	STUDIO, 1BD, 2 BD, 3BD	
Boardwalk-Oriented Units	6	
Minimum Unit Floor Area (sq. m.)	38.5 sq. m. (414 sf.)	
Total Residential Floor Area (sq. m.)	9,414.07 m ²	101,332 SF

* MEASURED FROM WHARF ST. / PLAZA GRADE

**** SEE A0.04 FOR FURTHER INFORMATION**

*** MEASURED FROM AVERAGE GRADE.
SEE A0.06 FOR FURTHER INFORMATION ABOUT
AVERAGE GRADE CALCULATION



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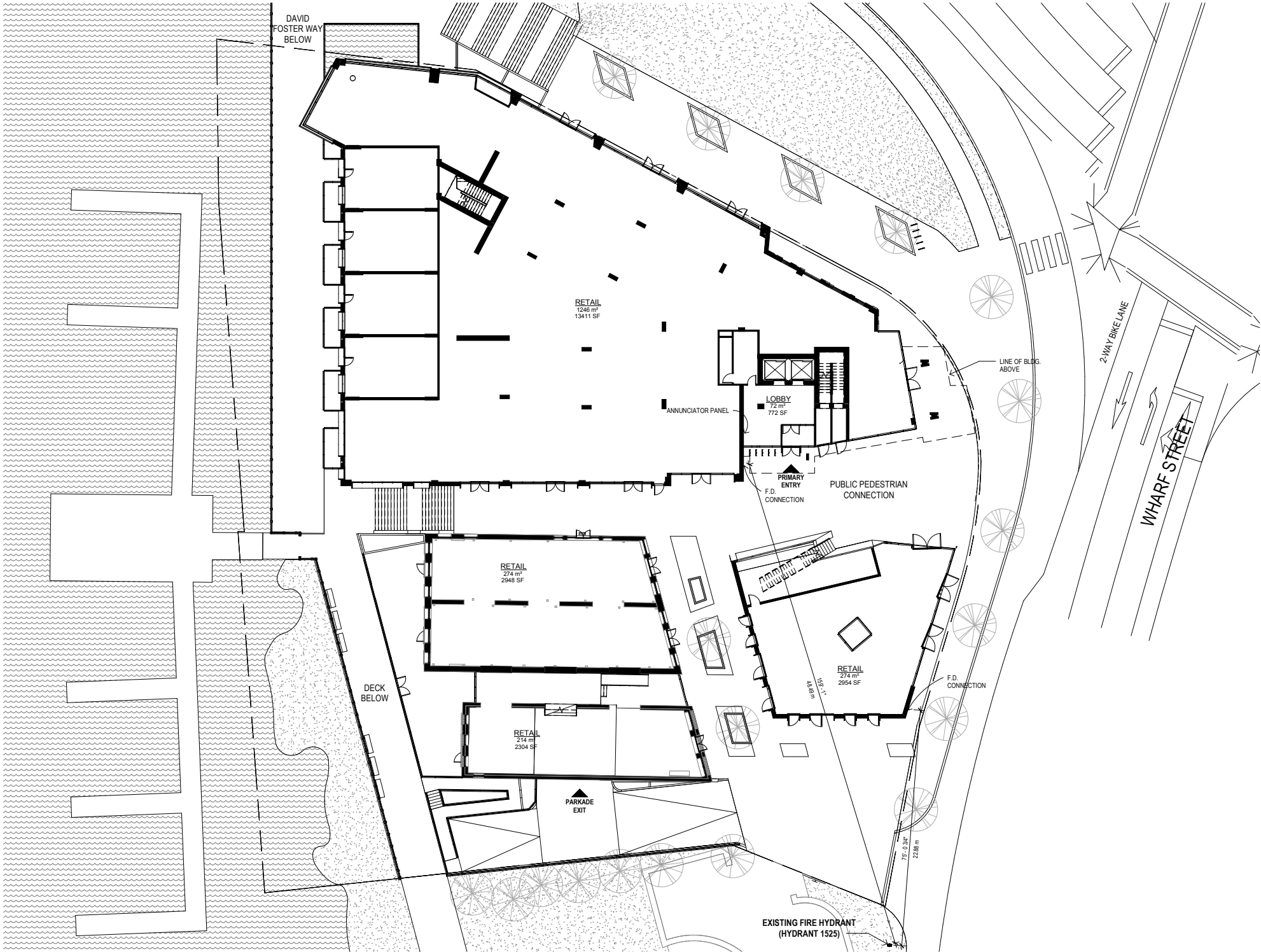
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SEAL

FIRE TRUCK ACCESS
PLAN

DRAWN: RT
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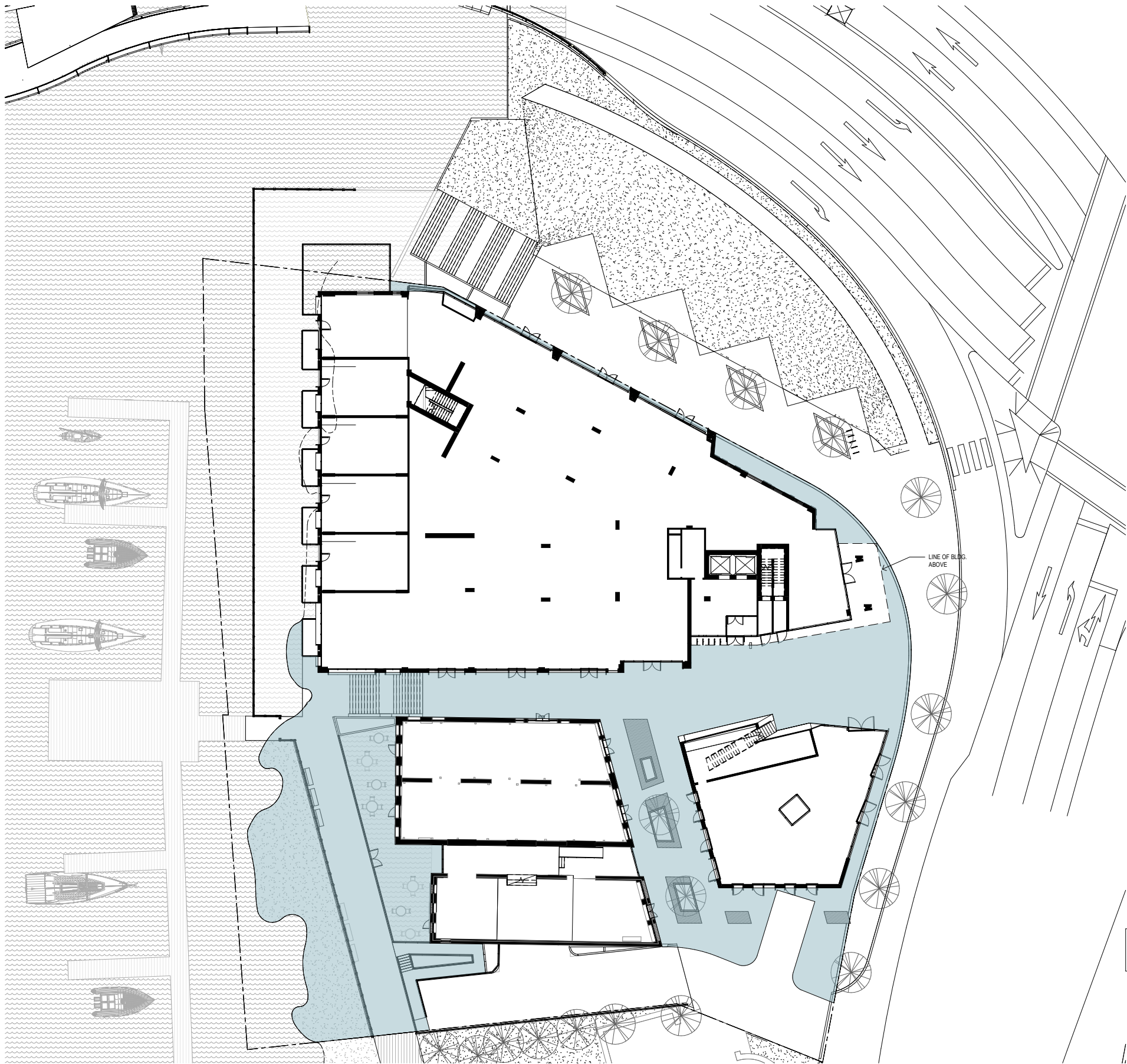
A1.01



LEVEL 1 - Fire Truck Access
SCALE: 1:200

* ALL BUILDINGS ARE SPRINKLERED





	OPEN SPACE	1,301 SM	14,005 SF
	SITE AREA	4,796.71 m²	51,631 SF
	PERCENTAGE	27%	



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REV. 1	2018-02-16	ISSUED FOR REZONING & DP

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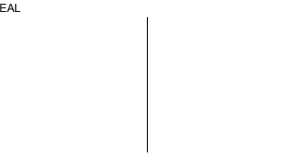
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OPEN SITE SPACE

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A1.02

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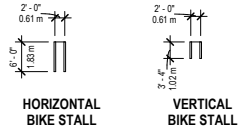
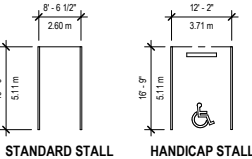
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SEAL

P1 FLOOR PLAN

DRAWN: RT
PLOT DATE: 2/15/2018 2:15:38 PM
CHECKED: AP

A2.00



PARKING STALLS

SCALE: 1 : 200

P1 AREAS		
BIKE STORAGE	193.19 m ²	2079.47 SF
BOILER RM	27.13 m ²	292.01 SF
CIRCULATION	210.90 m ²	2270.07 SF
COM. GARBAGE	41.67 m ²	448.52 SF
COMM	15.27 m ²	164.41 SF
COMMERCIAL BIKE STORAGE	12.68 m ²	136.53 SF
ELEC.	12.87 m ²	138.56 SF
EXHAUST	7.41 m ²	79.80 SF
EXIT STAIRS	15.86 m ²	170.69 SF
GENERATOR ROOM	86.93 m ²	935.72 SF
KAYAK STOR.	18.66 m ²	200.90 SF
LOBBY	15.47 m ²	166.56 SF
MAIN ELEC. RM.	84.87 m ²	913.49 SF
RES. GARBAGE	39.09 m ²	420.80 SF
RETAIL	264.80 m ²	2850.33 SF
Unit M	221.42 m ²	2383.33 SF
Unit N	121.41 m ²	1306.80 SF
WATER ENTRY	41.99 m ²	452.02 SF
TOTAL	1,431.64 m ²	15410.01 SF

P1 Unit Areas			
Name	Number	Area	Area SF
Unit N	101	61.1 m ²	658 SF
Unit M	102	55.4 m ²	596 SF
Unit M	103	55.4 m ²	596 SF
Unit M	104	55.4 m ²	596 SF
Unit M	105	55.4 m ²	596 SF
Unit N	106	60.3 m ²	649 SF
TOTAL		342.8 m ²	3690 SF

AREAS NOT INCLUDED IN FLOOR AREA (GFA) AND FLOOR SPACE RATIO (FSR) CALCULATIONS
BALCONIES ARE EXCLUDED FROM GFA AND FSR CALCULATIONS.

LEVEL P1
SCALE: 1 : 200

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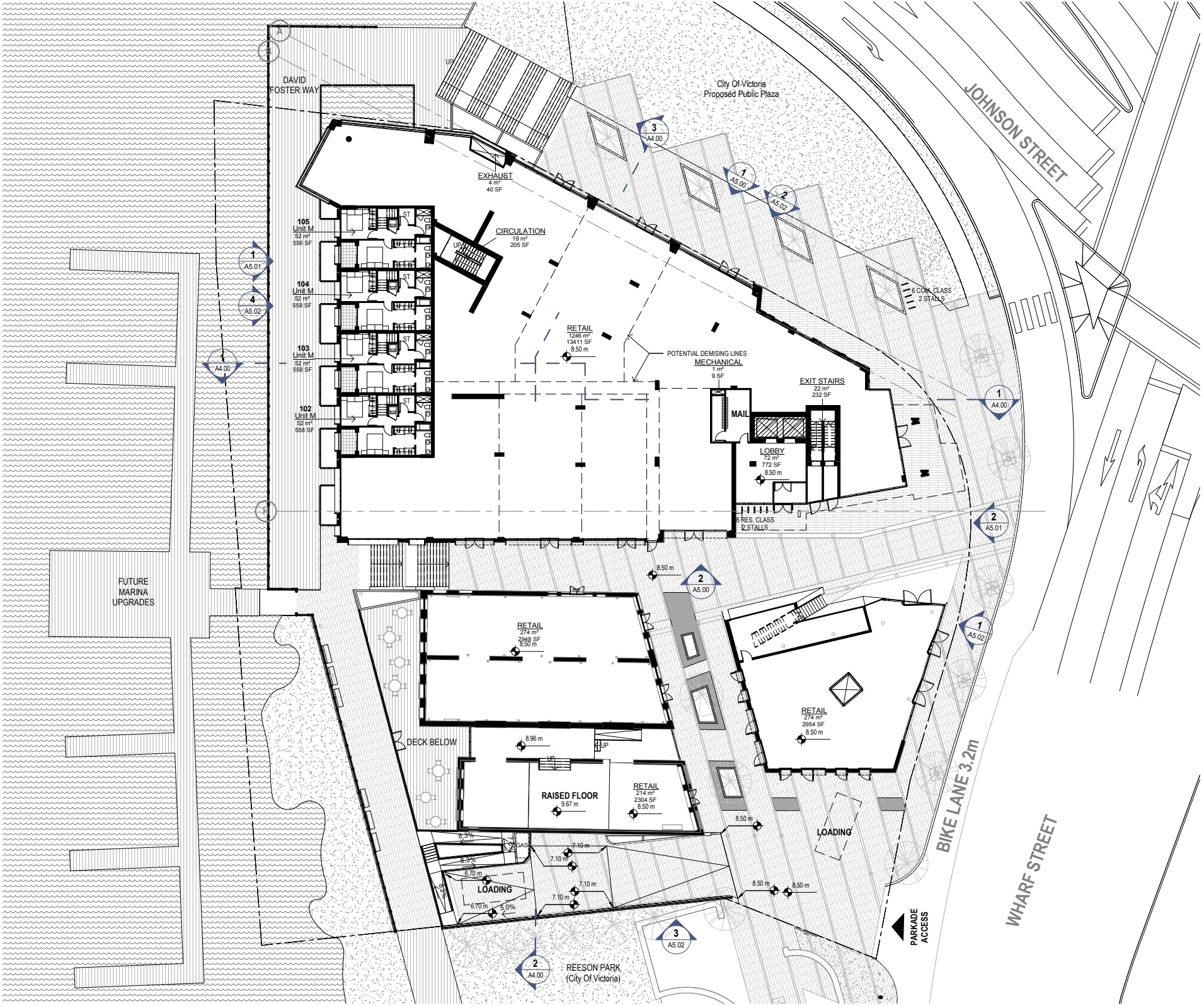
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VICTORIA, BC, V8W 2Y9
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SEAL

L1 FLOOR PLAN

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PLOT DATE: 2/15/2018 2:15:41 PM
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FOR DETAILED LANDSCAPE DETAILS, REFER TO LANDSCAPE DRAWINGS

L1 AREAS		
CIRCULATION	19.03 m²	204.83 SF
EXHAUST	3.76 m²	40.45 SF
EXIT STAIRS	21.51 m²	231.54 SF
LOBBY	71.74 m²	772.16 SF
MECHANICAL	0.82 m²	8.81 SF
RETAIL	2,008.27 m²	21616.85 SF
Unit M	207.18 m²	2230.09 SF
TOTAL	2,332.31 m²	25104.73 SF

L1 EFFICIENCY		
Sellable	Efficiency	
No	5%	
Yes	95%	

*ELEVATOR SHAFT AREA IS NOT INCLUDED IN EITHER FSR OR EFFICIENCY CALCULATIONS ON ALL FLOORS.

L1 Unit Areas			
Name	Number	Area	Area SF
Unit M	102	51.8 m²	558 SF
Unit M	103	51.8 m²	558 SF
Unit M	104	51.8 m²	558 SF
Unit M	105	51.7 m²	556 SF
TOTAL		207.2 m²	2230 SF

AREAS NOT INCLUDED IN FLOOR AREA (GFA) AND FLOOR SPACE RATIO (FSR) CALCULATIONS

BALCONIES ARE EXCLUDED FROM GFA AND FSR CALCULATIONS.

LEVEL 1

SCALE: 1:200

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SEAL

L2 FLOOR PLAN

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L2 AREAS			
Name	Number	Area	Area SF
CIRCULATION		167.1 m²	1798 SF
MECHANICAL		10.8 m²	117 SF
LIFT		5.3 m²	57 SF
AMENITY		54.6 m²	588 SF
GYM		45.3 m²	488 SF
Unit G	201	72.3 m²	778 SF
Unit A	202	48.2 m²	519 SF
Unit A	203	48.2 m²	519 SF
Unit A	204	48.2 m²	519 SF
Unit A	205	48.2 m²	519 SF
Unit A	206	48.2 m²	519 SF
Unit A	207	48.3 m²	520 SF
Unit H	208	100.8 m²	1085 SF
Unit D	209	107.7 m²	1159 SF
Unit B	210	45.3 m²	488 SF
Unit B	211	44.2 m²	475 SF
Unit A	212	49.8 m²	536 SF
Unit A	213	51.2 m²	551 SF
Unit A	214	51.2 m²	551 SF
Unit A	215	51.2 m²	551 SF
Unit A	216	43.1 m²	464 SF
Unit E	217	60.0 m²	646 SF
Unit F	218	84.3 m²	907 SF
TOTAL		1,333.4 m²	14352 SF

L2 EFFICIENCY	
Sellable	Efficiency
No	21%
Yes	79%

L2 GFA	
1,333.35 m²	14352.11 SF

AREAS NOT INCLUDED IN FLOOR AREA (GFA) AND FLOOR SPACE RATIO (FSR) CALCULATIONS

BALCONIES ARE EXCLUDED FROM GFA AND FSR CALCULATIONS.

LEVEL 2
SCALE: 1: 200

ISSUED FOR			
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1	2018-02-16	ISSUED FOR REZONING & DP	
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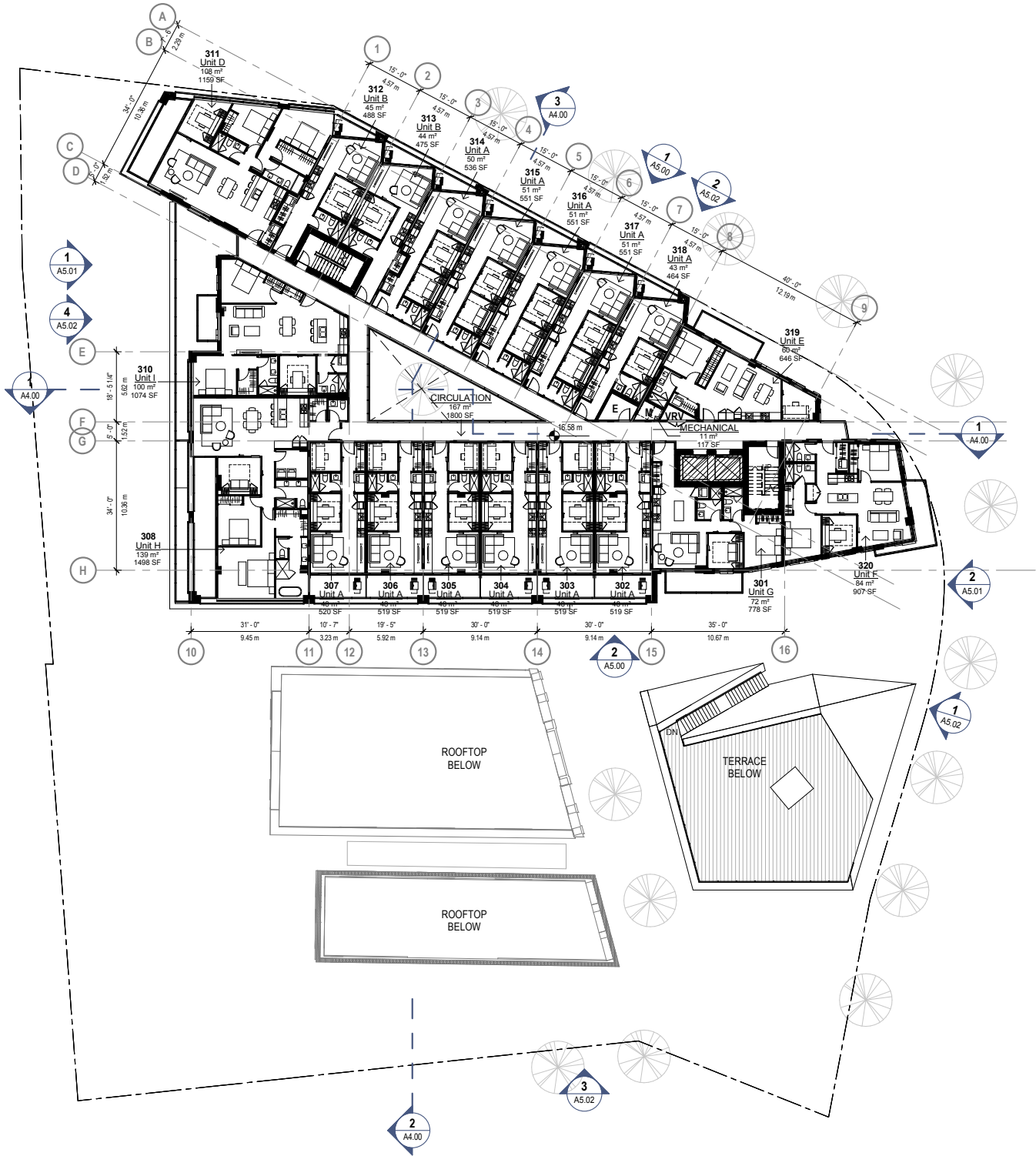
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SEAL

L3 FLOOR PLAN

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A2.03



LEVEL 3

SCALE: 1 : 200

L3 AREAS			
Name	Number	Area	Area SF
CIRCULATION		167.2 m²	1800 SF
MECHANICAL		10.8 m²	117 SF
Unit G	301	72.3 m²	778 SF
Unit A	302	48.2 m²	519 SF
Unit A	303	48.2 m²	519 SF
Unit A	304	48.2 m²	519 SF
Unit A	305	48.2 m²	519 SF
Unit A	306	48.2 m²	519 SF
Unit A	307	48.3 m²	520 SF
Unit H	308	139.2 m²	1498 SF
Unit I	310	99.8 m²	1074 SF
Unit D	311	107.7 m²	1159 SF
Unit B	312	45.3 m²	488 SF
Unit B	313	44.2 m²	475 SF
Unit A	314	49.8 m²	536 SF
Unit A	315	51.2 m²	551 SF
Unit A	316	51.2 m²	551 SF
Unit A	317	51.2 m²	551 SF
Unit A	318	43.1 m²	464 SF
Unit E	319	60.0 m²	646 SF
Unit F	320	84.2 m²	907 SF
TOTAL		1,366.4 m²	14708 SF

L3 EFFICIENCY	
Sellable	Efficiency
No	13%
Yes	87%

L3 GFA	
1,366.42 m²	14708.01 SF

AREAS NOT INCLUDED IN FLOOR AREA (GFA)
AND FLOOR SPACE RATIO (FSR) CALCULATIONS

BALCONIES ARE EXCLUDED FROM GFA AND FSR
CALCULATIONS.

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NEW WESTMINSTER, BC V3L 1R4
Tel: (604)-526-3335

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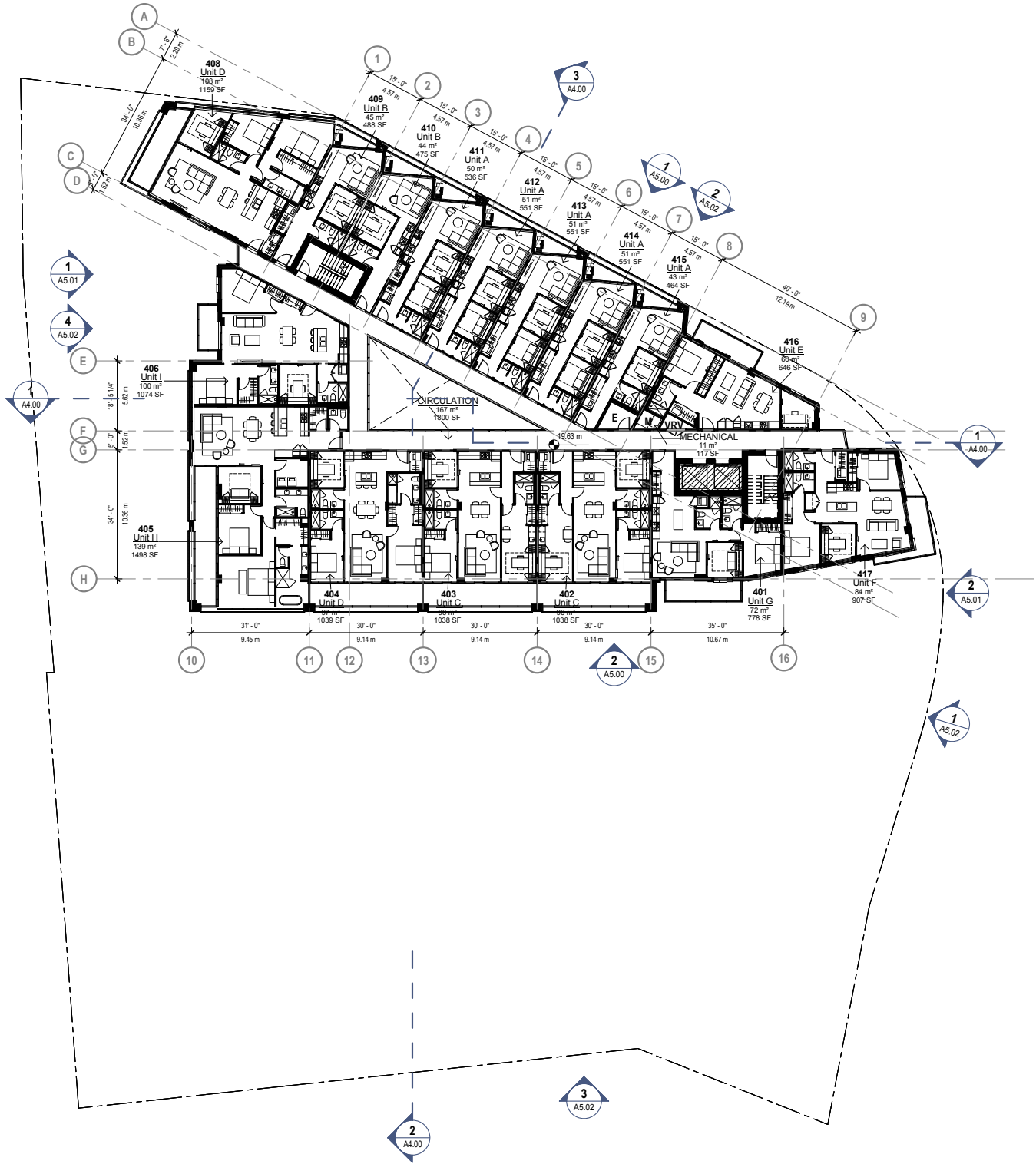
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SEAL

L4 FLOOR PLAN

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L4 AREAS			
Name	Number	Area	Area SF
CIRCULATION		167.2 m ²	1800 SF
MECHANICAL		10.8 m ²	117 SF
Unit G	401	72.3 m ²	778 SF
Unit C	402	96.4 m ²	1038 SF
Unit C	403	96.4 m ²	1038 SF
Unit D	404	96.5 m ²	1039 SF
Unit H	405	139.2 m ²	1498 SF
Unit I	406	99.8 m ²	1074 SF
Unit D	408	107.7 m ²	1159 SF
Unit B	409	45.3 m ²	488 SF
Unit B	410	44.2 m ²	475 SF
Unit A	411	49.8 m ²	536 SF
Unit A	412	51.2 m ²	551 SF
Unit A	413	51.2 m ²	551 SF
Unit A	414	51.2 m ²	551 SF
Unit A	415	43.1 m ²	464 SF
Unit E	416	60.0 m ²	646 SF
Unit F	417	84.3 m ²	907 SF
TOTAL		1,366.4 m ²	14708 SF

L4 EFFICIENCY	
Sellable	Efficiency
No	13%
Yes	87%

L4 GFA	
1,366.44 m ²	14708.24 SF

AREAS NOT INCLUDED IN FLOOR AREA (GFA) AND FLOOR SPACE RATIO (FSR) CALCULATIONS

BALCONIES ARE EXCLUDED FROM GFA AND FSR CALCULATIONS.

LEVEL 4

SCALE: 1 : 200

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MECHANICAL & ELECTRICAL

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SEAL

L5 FLOOR PLAN

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A2.05



L5 AREAS			
Name	Number	Area	Area SF
CIRCULATION		167.2 m²	1800 SF
MECHANICAL		10.8 m²	117 SF
Unit G	501	72.3 m²	778 SF
Unit C	502	96.4 m²	1038 SF
Unit D	503	96.4 m²	1038 SF
Unit B	504	96.5 m²	1039 SF
Unit H	505	139.2 m²	1498 SF
Unit I	506	99.8 m²	1074 SF
Unit D	508	107.7 m²	1159 SF
Unit B	509	45.3 m²	488 SF
Unit B	510	44.2 m²	475 SF
Unit A	511	49.8 m²	536 SF
Unit A	512	51.2 m²	551 SF
Unit A	513	51.2 m²	551 SF
Unit A	514	51.2 m²	551 SF
Unit A	515	43.1 m²	464 SF
Unit E	516	60.0 m²	646 SF
Unit F	517	84.3 m²	907 SF
TOTAL		1,366.4 m²	14708 SF

L5 EFFICIENCY	
Sellable	Efficiency
No	13%
Yes	87%

L5 GFA	
1,366.45 m²	14708.34 SF

AREAS NOT INCLUDED IN FLOOR AREA (GFA) AND FLOOR SPACE RATIO (FSR) CALCULATIONS.

BALCONIES ARE EXCLUDED FROM GFA AND FSR CALCULATIONS.

LEVEL 5

SCALE: 1 : 200

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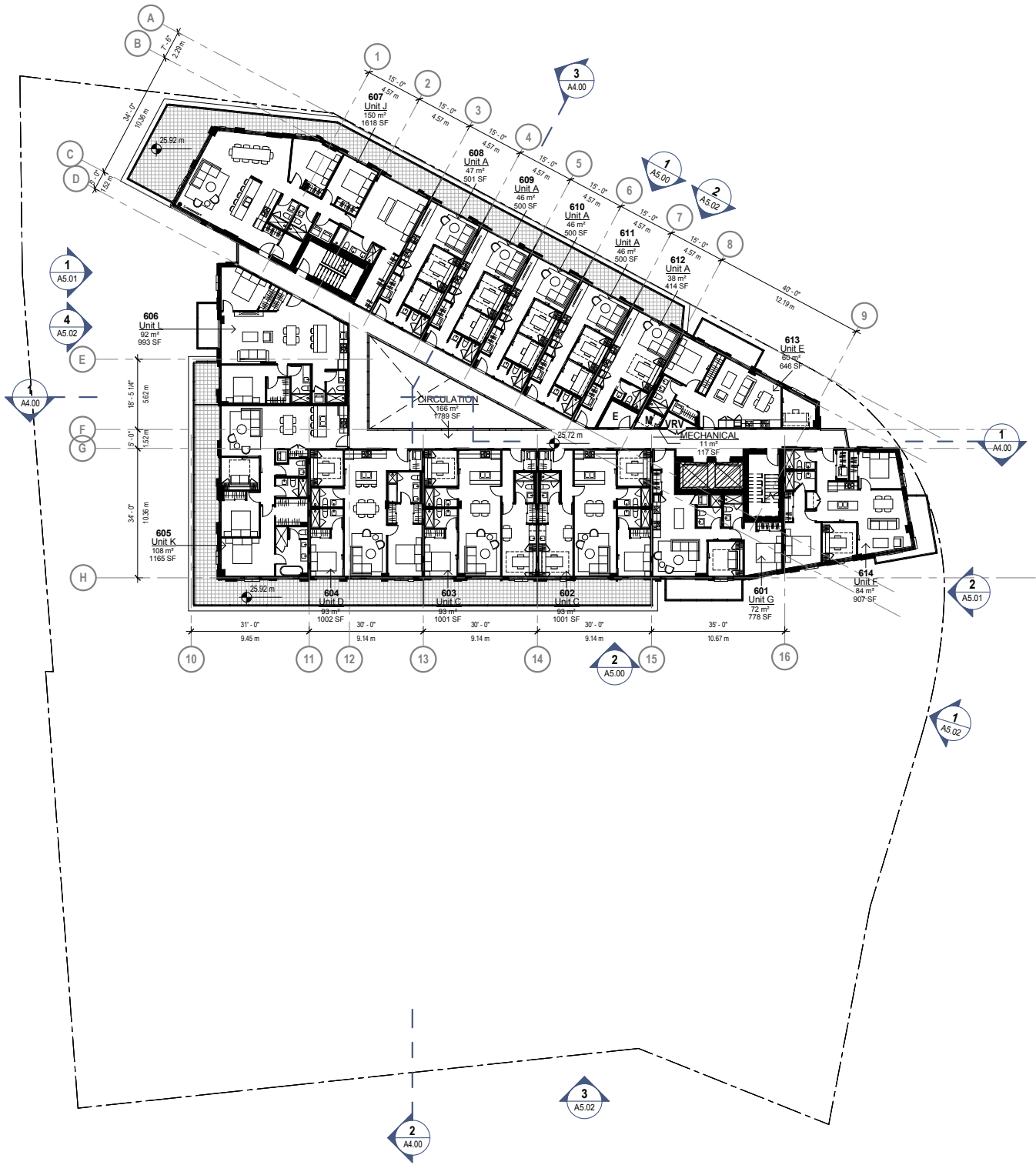
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L6 FLOOR PLAN

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A2.06



LEVEL 6
SCALE: 1 : 200

L6 AREAS			
Name	Number	Area	Area SF
CIRCULATION		166.2 m²	1789 SF
MECHANICAL		10.8 m²	117 SF
Unit G	601	72.3 m²	778 SF
Unit C	602	93.0 m²	1001 SF
Unit C	603	93.0 m²	1001 SF
Unit D	604	93.1 m²	1002 SF
Unit K	605	108.3 m²	1165 SF
Unit L	606	92.3 m²	993 SF
Unit J	607	150.3 m²	1618 SF
Unit A	608	46.6 m²	501 SF
Unit A	609	46.5 m²	500 SF
Unit A	610	46.5 m²	500 SF
Unit A	611	46.5 m²	500 SF
Unit A	612	38.5 m²	414 SF
Unit E	613	60.0 m²	646 SF
Unit F	614	84.3 m²	907 SF
TOTAL		1,247.9 m²	13433 SF

L6 EFFICIENCY	
Sellable	Efficiency
No	14%
Yes	86%

L6 GFA	
1,247.94 m²	13432.70 SF

AREAS NOT INCLUDED IN FLOOR AREA (GFA) AND FLOOR SPACE RATIO (FSR) CALCULATIONS

BALCONIES ARE EXCLUDED FROM GFA AND FSR CALCULATIONS.

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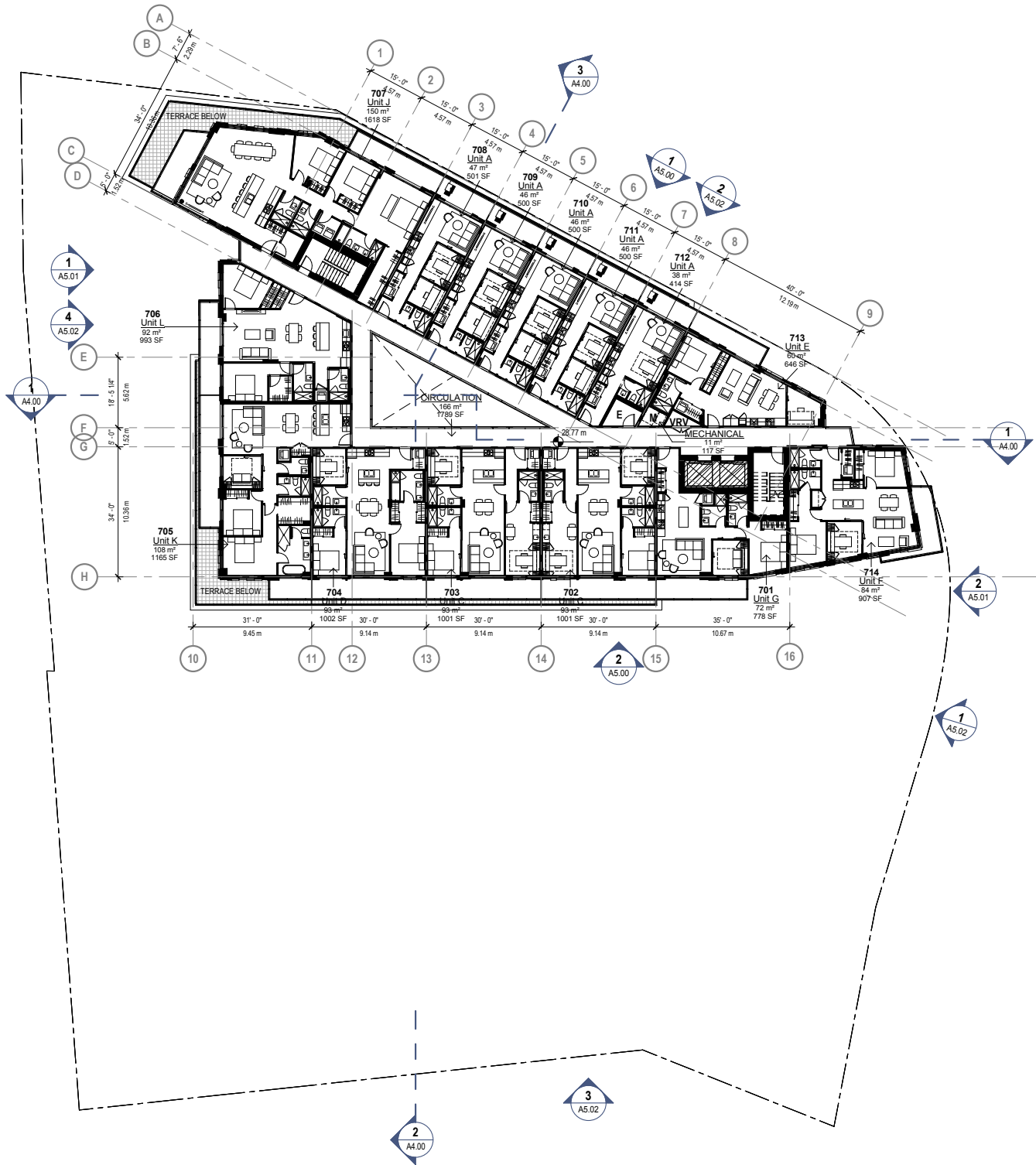
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SEAL

L7 FLOOR PLAN

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A2.07



L7 AREAS			
Name	Number	Area	Area SF
CIRCULATION		166.2 m ²	1789 SF
MECHANICAL		10.8 m ²	117 SF
Unit G	701	72.3 m ²	778 SF
Unit C	702	93.0 m ²	1001 SF
Unit D	703	93.0 m ²	1001 SF
Unit K	704	93.1 m ²	1002 SF
Unit L	705	108.3 m ²	1165 SF
Unit J	706	92.3 m ²	993 SF
Unit A	707	150.3 m ²	1618 SF
Unit A	708	46.6 m ²	501 SF
Unit A	709	46.5 m ²	500 SF
Unit A	710	46.5 m ²	500 SF
Unit A	711	46.5 m ²	500 SF
Unit A	712	38.5 m ²	414 SF
Unit E	713	60.0 m ²	646 SF
Unit F	714	84.2 m ²	907 SF
TOTAL		1,247.9 m ²	13432 SF

L7 EFFICIENCY	
Sellable	Efficiency
No	14%
Yes	86%

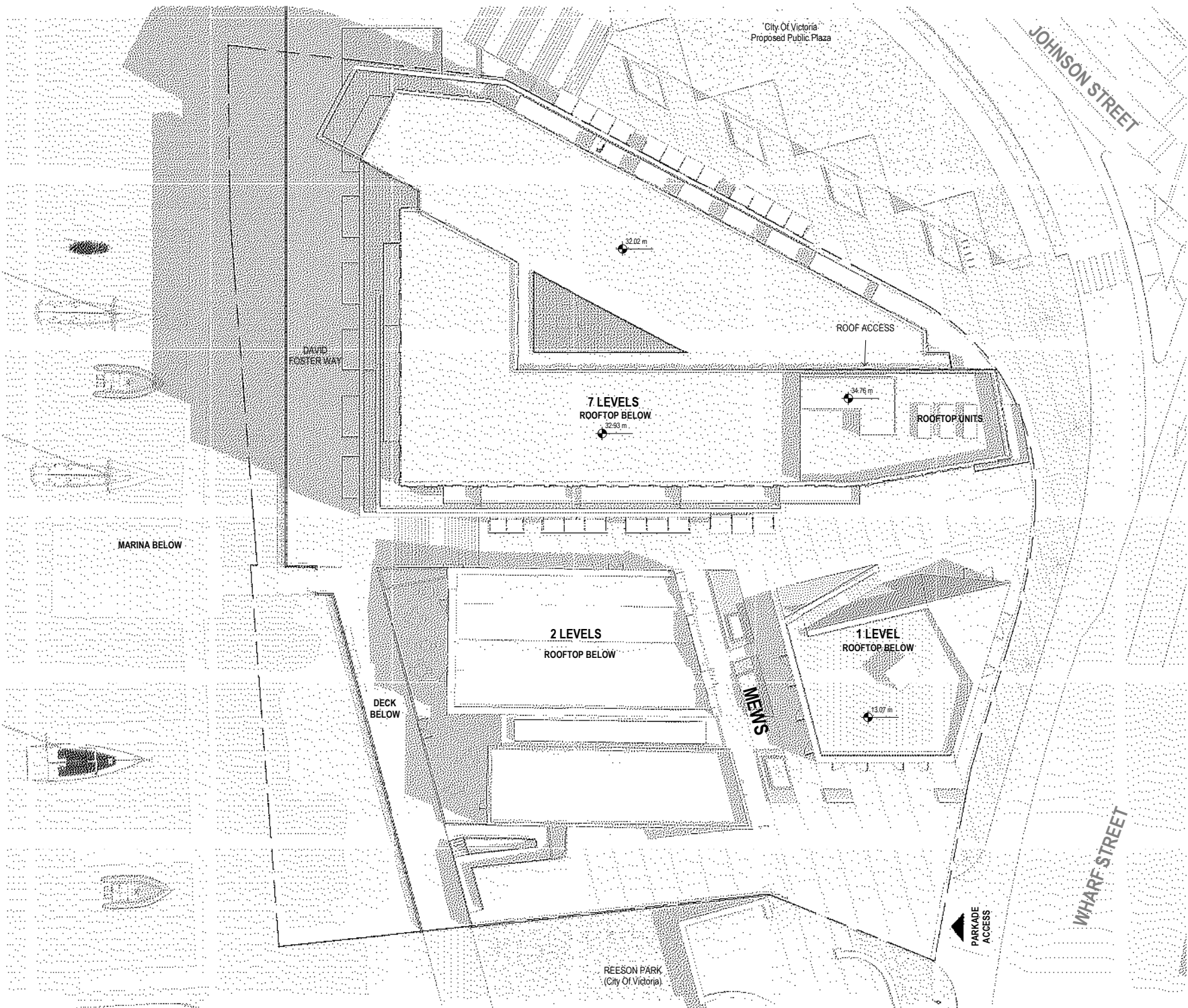
L7 GFA	
1,247.92 m ²	13432.46 SF

AREAS NOT INCLUDED IN FLOOR AREA (GFA) AND FLOOR SPACE RATIO (FSR) CALCULATIONS

BALCONIES ARE EXCLUDED FROM GFA AND FSR CALCULATIONS.

LEVEL 7

SCALE: 1 : 200



ROOF PLAN
SCALE: 1 : 200



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ROOF PLAN

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1	2019-02-16	ISSUED FOR REZONING & DP	

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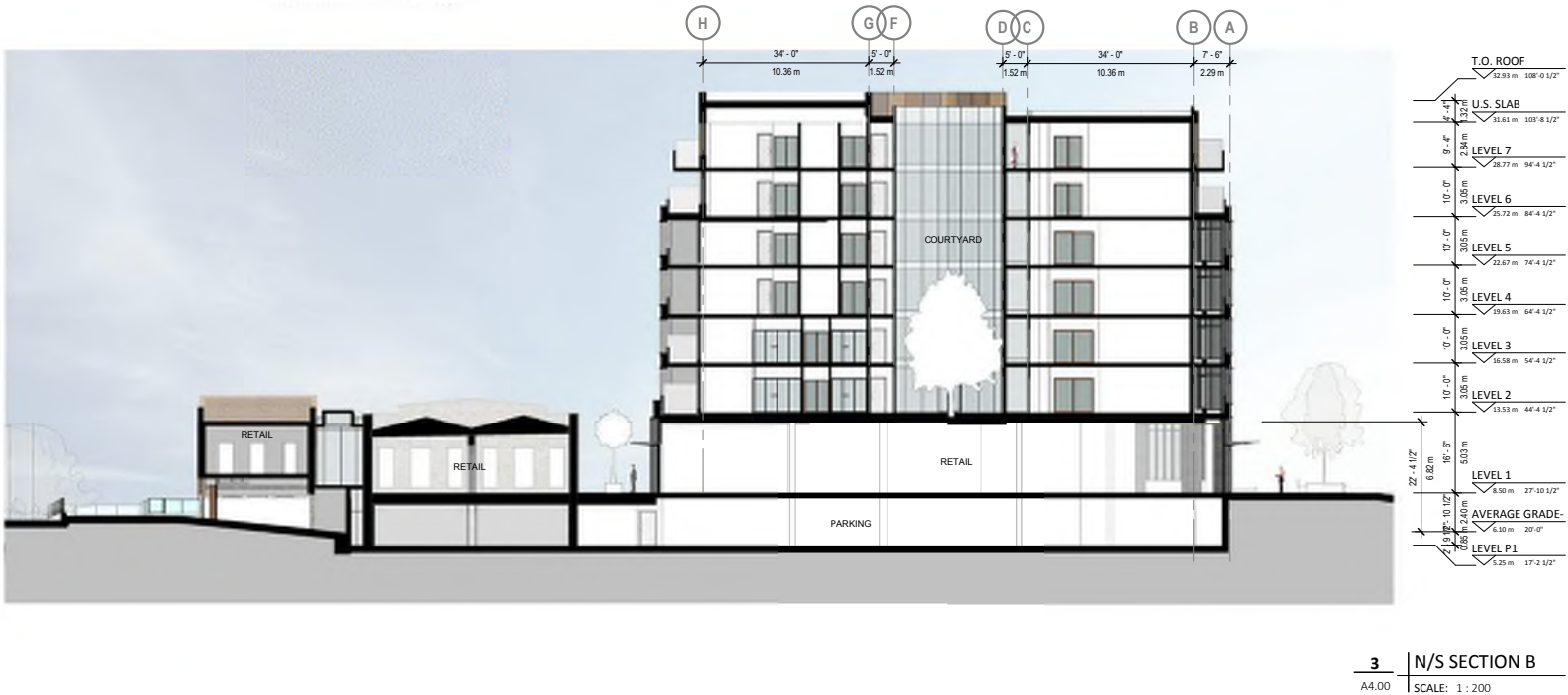
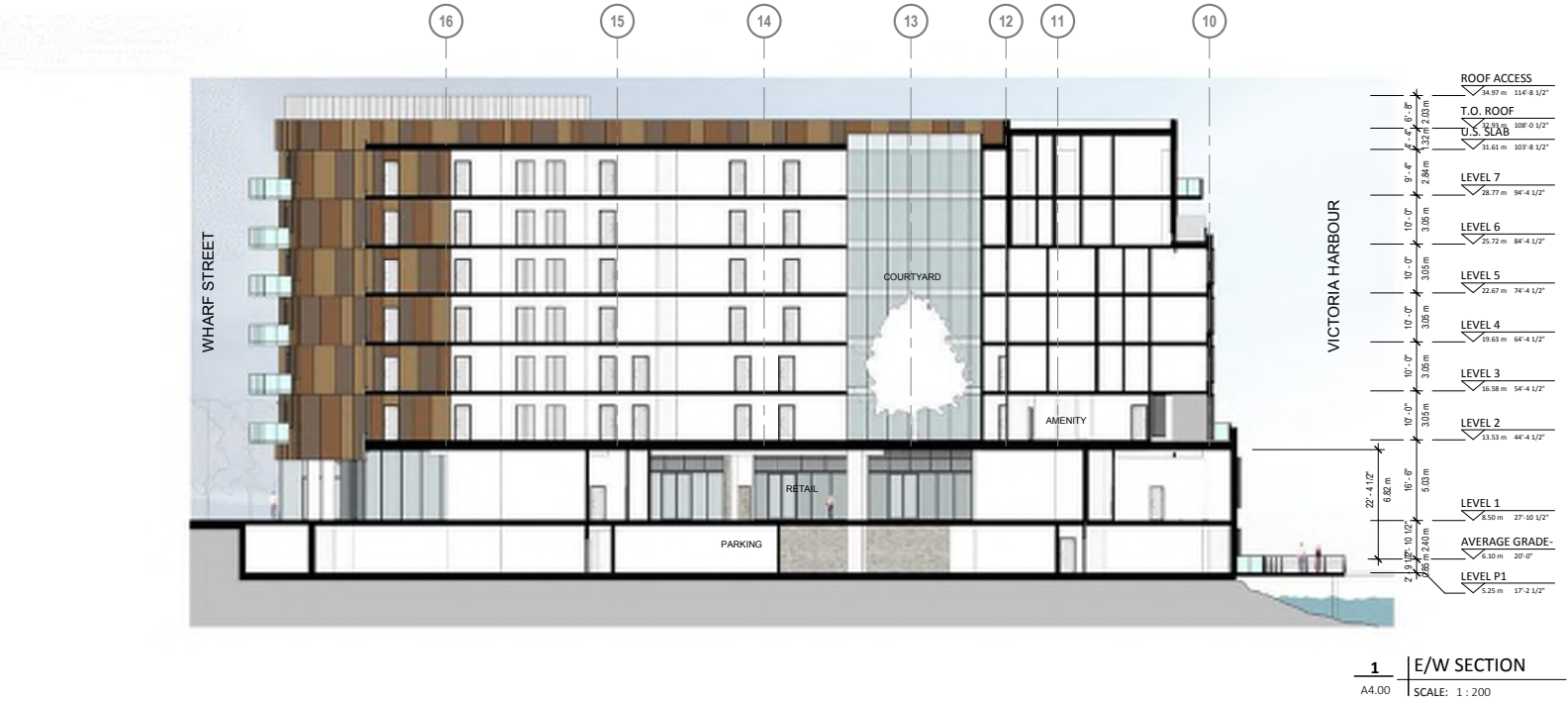
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BUILDING SECTIONS

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1	2018-02-16	ISSUED FOR REZONING & DP
2	2017-12-11	CALUC MEETING

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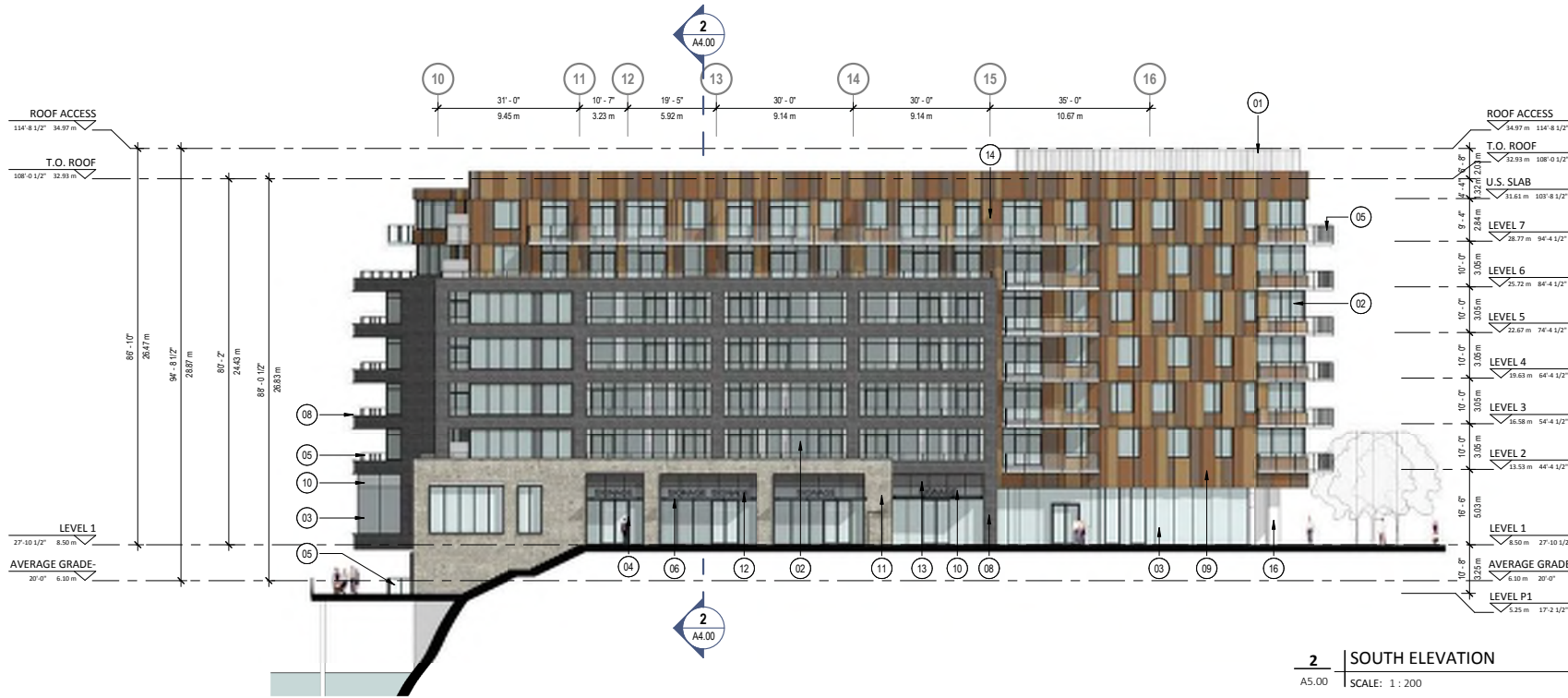
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ELEVATIONS

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1	2018-02-16	ISSUED FOR REZONING & DP	
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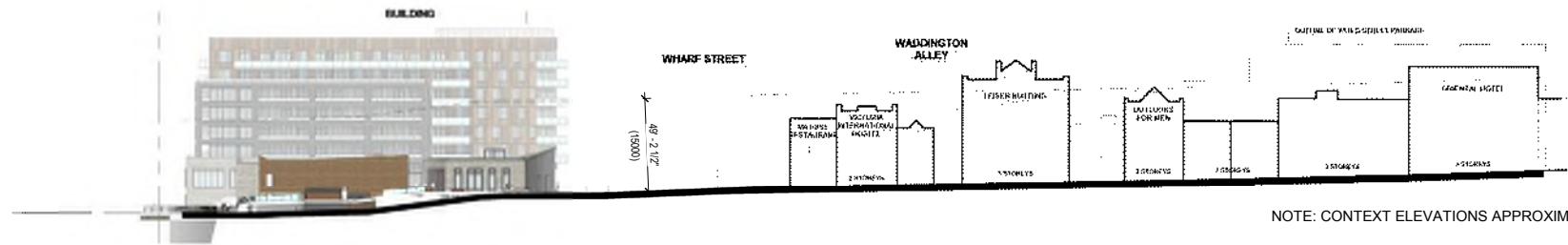
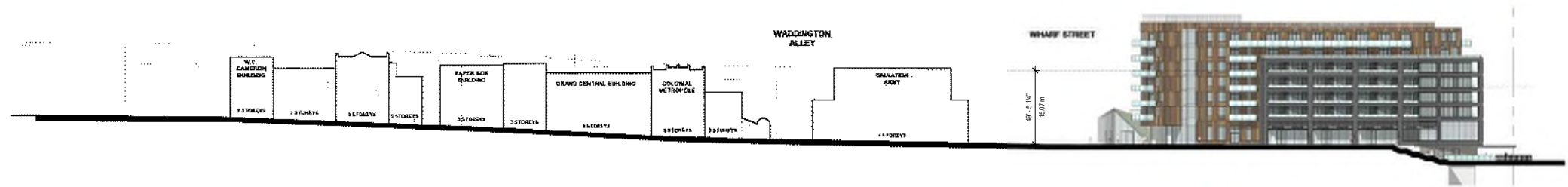
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NOTE: CONTEXT ELEVATIONS APPROXIMATE



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1	2018-02-16	ISSUED FOR REZONING & DP	

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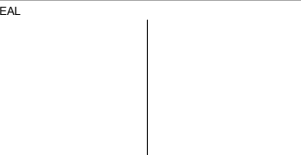
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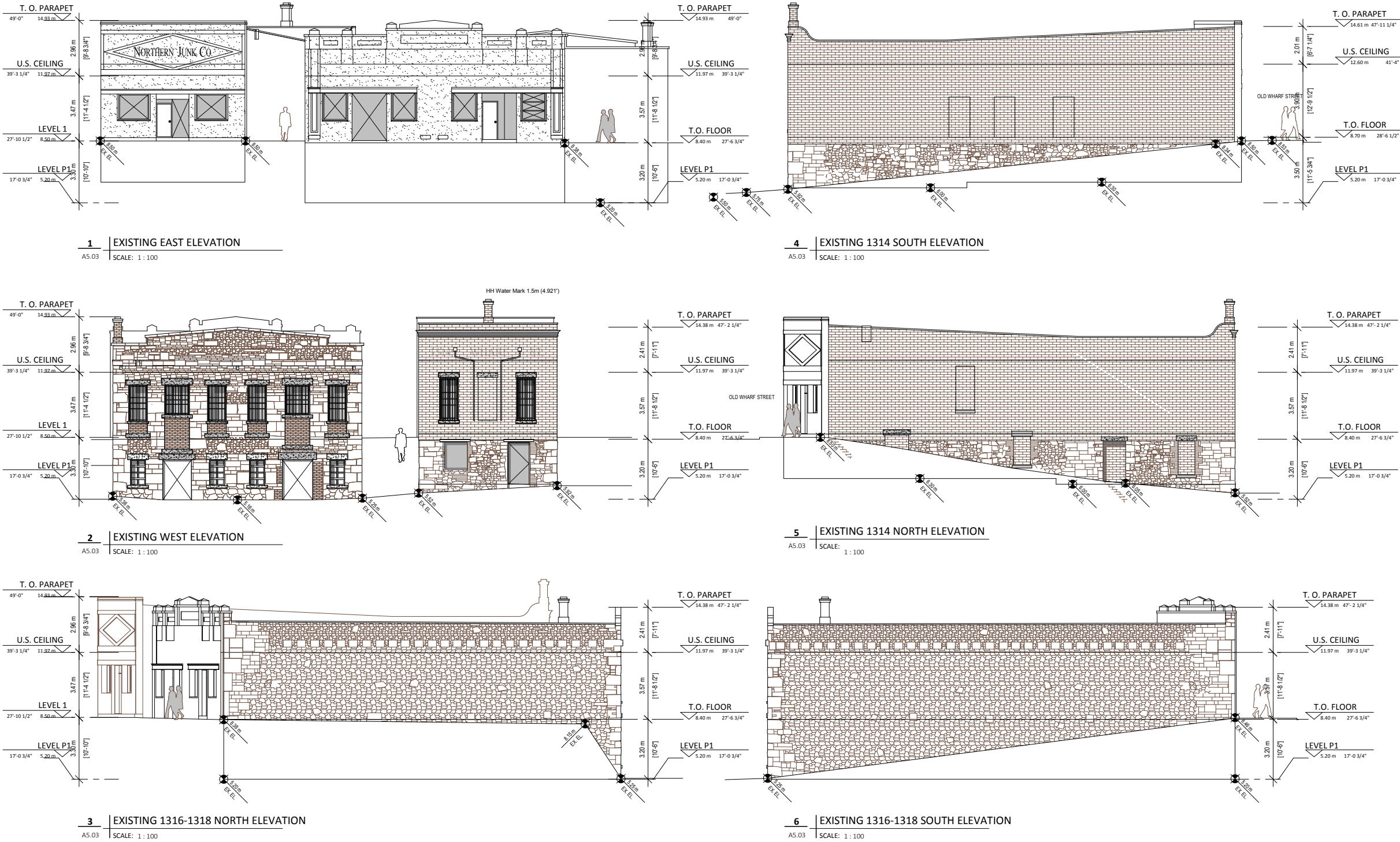
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1	2018-02-16	ISSUED FOR REZONING & DP	

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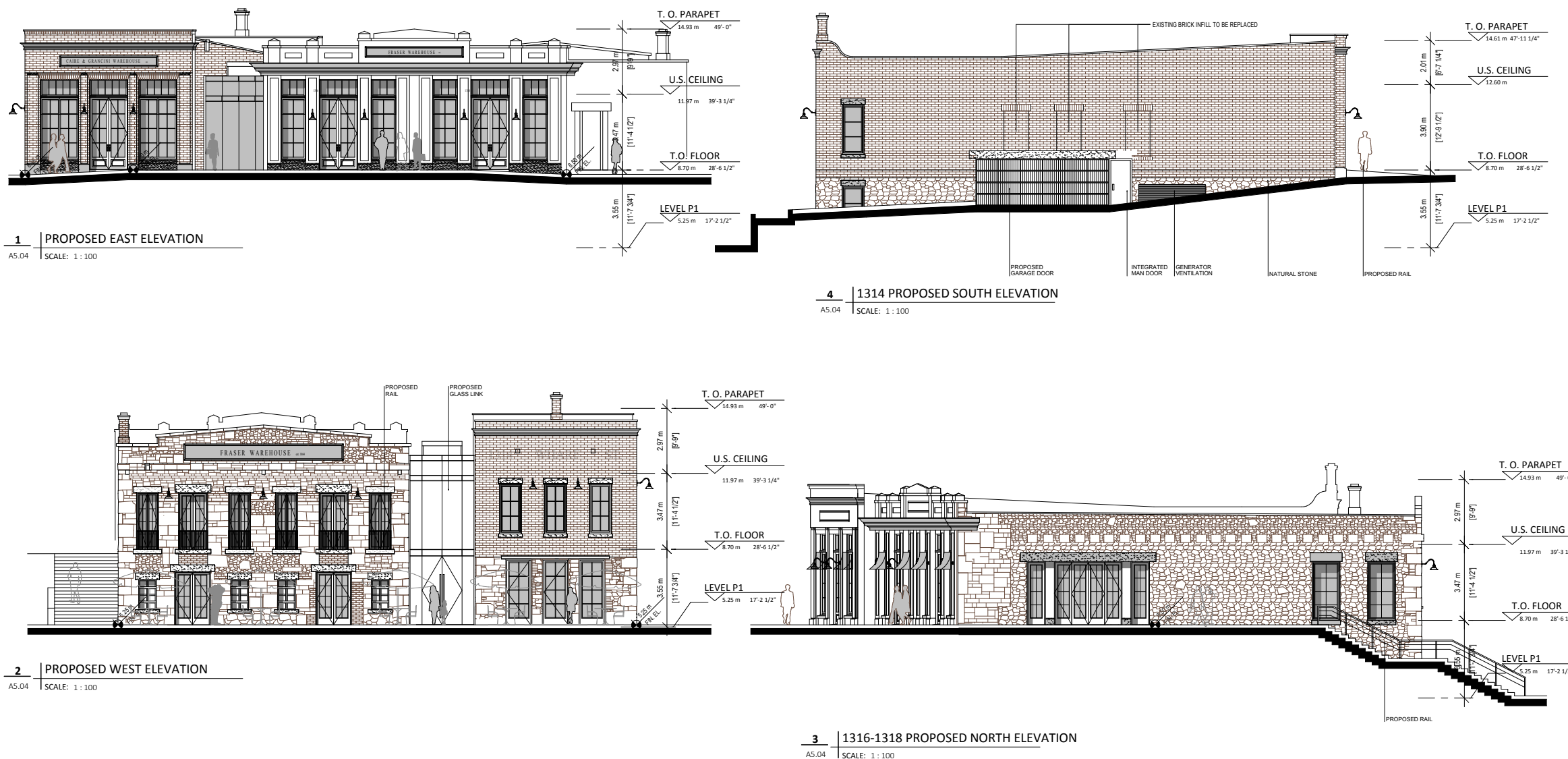
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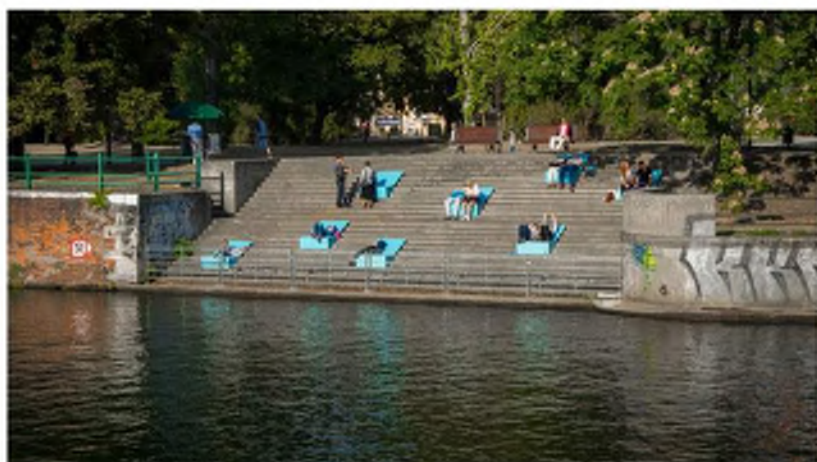




Appendices

Landscape Design Drawings

PWL Partnership Landscape Architects

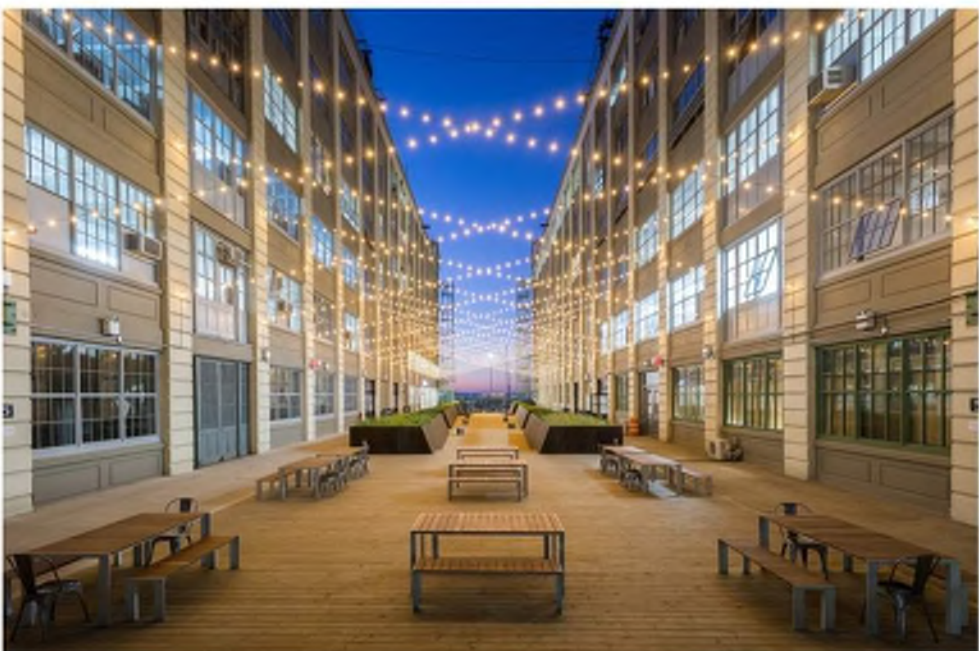


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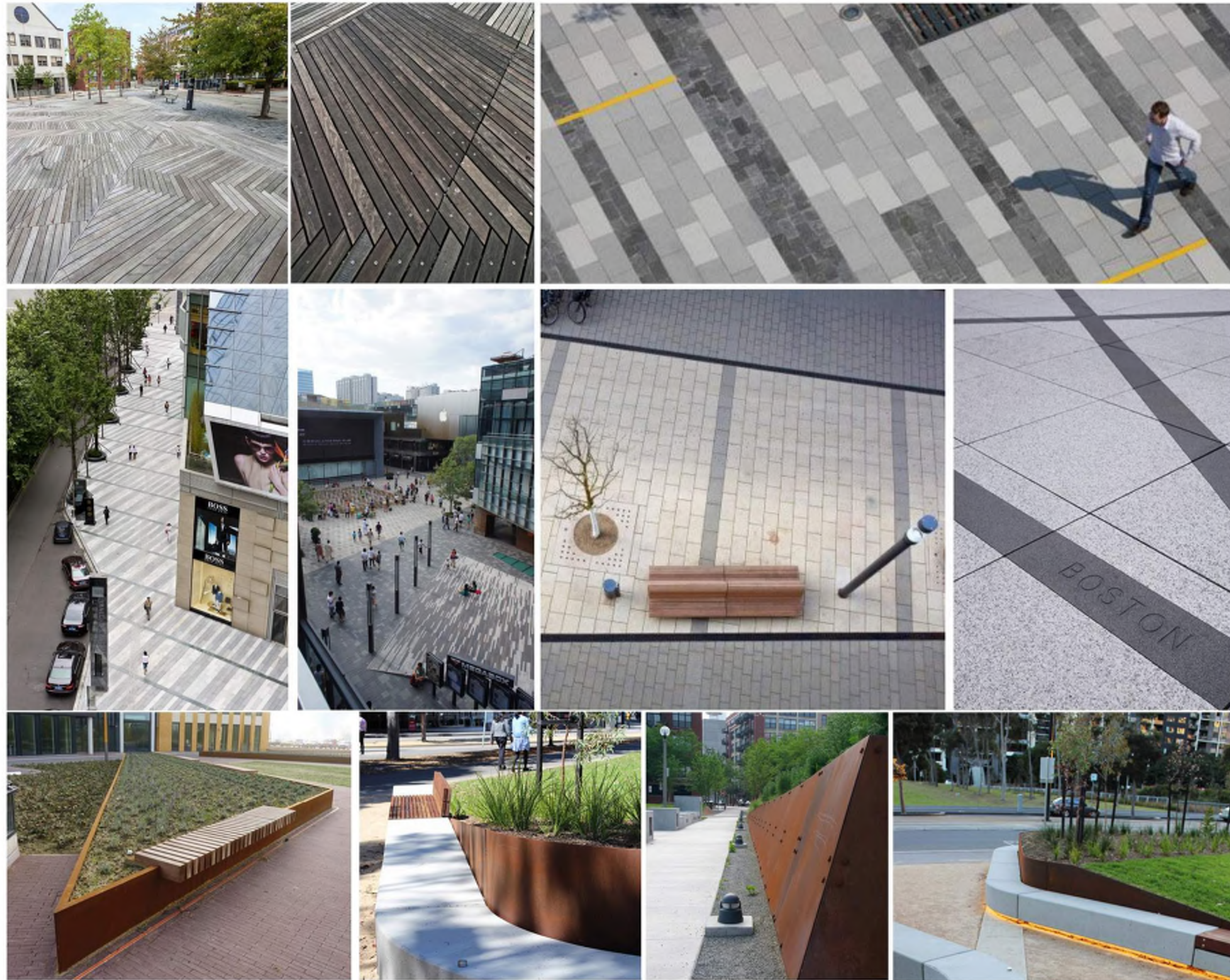
JOHNSON STREET GATEWAY



PRECEDENT IMAGERY

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 DATE: 10/20/2015
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 PLOTTED: 10-2-15
 DRAWN: LQ/DW
 CHECKED: JW

L0.02



REV.	DATE	DESCRIPTION
1	10-20-18	Revised for Recording 0-09

JOHNSON STREET GATEWAY

PRECEDENT IMAGERY

PROJECT NO. 10030	
DATE	
FILE NAME 10030 Plans.rvt	
PLOTTED 10-2-18	
DRAWN LQ/D	CHECKED JW

L0.01



PAVING LEGEND	
KEY	DESCRIPTION
1	Unit Paver Type 1 - Light Grey
2	Unit Paver Type 2 - Dark Grey
3	Stone Paver Band - Type 1
4	Decking - Composite Wood
5	GIP Concrete with Saw Cuts
6	Unit Paver Type 3 - Medium Grey
7	Hydropressed Slab

SITE FURNISHING LEGEND	
KEY	DESCRIPTION
8	Custom Bench with Metal (COR-TEN) Planter
9	Catenary Lighting
10	Light Bollard
11	Custom Lounger
12	Patio Furniture
13	Guardrail
14	Gate and Fence
15	Bike Rack
16	Tree Grate

HARDSCAPE LEGEND	
KEY	DESCRIPTION
17	GIP Concrete Stair with Handrail and Tactile Warning Strip
18	GIP Concrete Wall

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REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
1	10-11-14	Revising and Revising Project Application
2	10-02-15	Revising and Revising Project Application

JOHNSON STREET GATEWAY

Landscape Plan

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NO. 1001

SCALE 1:200

PROJECT NO. 15030

DATE 15030 Plan/Rev

PLANNED 18-2-15

DESIGNER LCUB

REVISOR JW

L1.01



PAVING LEGEND	
KEY	DESCRIPTION
	Unit Paver Type 1 - Light Grey
	Unit Paver Type 2 - Dark Grey
	Stone Paver (Band) - Type 1
	Decking - Composite Wood
	CIP Concrete with Saw Cuts
	Unit Paver Type 3 - Medium Grey
	Hydroponic Slab

SITE FURNISHING LEGEND	
KEY	DESCRIPTION
	Custom Bench with Metal (COR-TEN) Planter
	Catenary Lighting
	Light Bulb
	Custom Lounger
	Patio Furniture
	Guardrail
	Gate and Fence
	Bike Rack
	Tree Grate

HARDSCAPE LEGEND	
KEY	DESCRIPTION
	CIP Concrete Stair with Handrail and Tactile Warning Strip
	CIP Concrete Wall



LEVEL 2 - WEST COAST GARDEN AND AMENITY SPACE
SCALE: 1:200



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REVISIONS		
NO.	DATE	DESCRIPTION
1	11-11-24	Revising and Finalizing Project Application
2	18-02-25	Revised for Meeting to DP

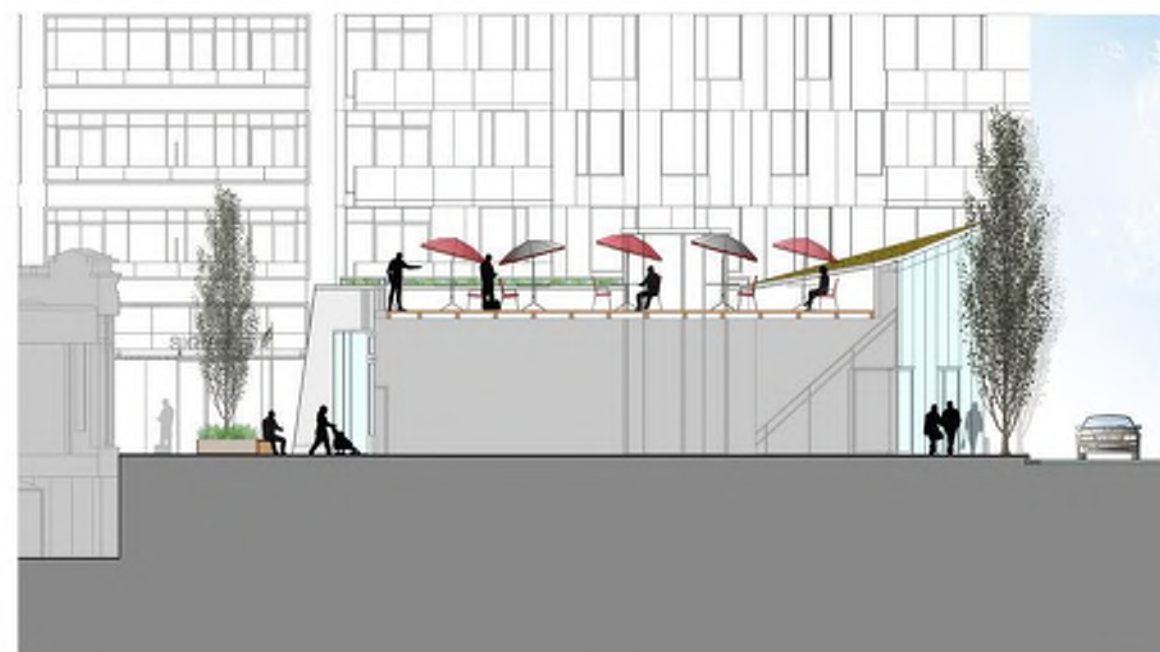
JOHNSON STREET GATEWAY

Address:

Roof Plan and L2 Amenity

North Arrow	Scale
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Project No.	15830
Date	
File Name	15830 Plan.dwg
Plotted	18-2-15
Drawn	LC/SD
Revised	JW
Drawn	

L1.02



JOHNSON STREET GATEWAY

Sections

PROJECT NO.	15830
DATE	
FILE NAME	15830 Sections.vrm
PLOTTED	18-0-15
DRAWN	LC/SD
REVIEWED	JW
DRAWING	

L2.01





Appendices

Building Code Review

Murray Johnson Engineering

February 15, 2018

Our File No.: 16-262

City of Victoria
1 Centennial Square
Victoria, BC, V8W 1P6

RE: BUILDING CODE REVIEW
JOHNSON STREET GATEWAY, VICTORIA, BC

As requested by the Owner, the following Code analysis is prepared in support of the Development Permit application for the Johnson Street Gateway project. This report is provided to outline the significant Code requirements for the project with a primary goal to confirm that there are no significant Code impediments to the design which could necessitate changes impacting on the Development Permit.

The project involves the retention of two heritage buildings as well a significant new development. As is typical for projects involving existing buildings, there are a number of aspects of the existing buildings which do not comply with the acceptable solutions of the 2012 British Columbia Building Code (the 'Code').

It is anticipated that a more comprehensive report will be provided when the design has greater details required for Building Permit submission.

While anticipated Alternative Solutions are outlined together with some of their anticipated features, this report will not contain the full requirements for Alternative Solutions since more detailed design refinement normally associated with a Building Permit submission are necessary to flush out the details of the Alternative Solutions. Except for the anticipated Alternative Solutions, and non code conforming conditions of the existing heritage buildings, it is intended that the project will be in compliance with the Acceptable Solutions in Division B of the Code. However, during the design refinement process additional Alternative Solutions may be required.

Project Description

The bulk of the project involves a new 8 storey building. However, it will interface with two existing heritage buildings. The existing 2 storey buildings have building areas of 140.97 m² and 268.80 m², and both use a combination of masonry, heavy timber, and wood frame construction.

As part of the project, it is proposed to retain a majority of the heritage buildings' structural components and heritage features, while connecting the two buildings with an atrium space consisting of steel and glass infill construction in the space between them. This project will involve a complete renovation & upgrade to the buildings, including seismic, structural, exiting, sprinkler, fire alarm, mechanical & electrical systems.

The project also includes the addition of 7 storeys of new structure to the north and 1 storey of new structure to the east of the existing buildings, both above a new parking garage. The new buildings face Wharf Street and Johnson Street. The northern structure will surround a second floor courtyard with corridors around it on all levels above. These new structures will be joined to the bottom floor of the existing heritage buildings by an underground parking area (beneath Old Wharf Street), which will include a bicycle storage space. The addition will increase the area of the building to 3,038 m². The existing and new portions of the building will be separated by a fire separation at all floors.

A general building Code description of the proposed project is as follows:

• Governing Code	2012 British Columbia Building Code Part 3
• Heritage Building	Yes
• Streets Faced	2
• Building Area	3260 m ² (approximate)
• Building Height (storeys)	8
• Major Occupancies	Groups C, D, E, A-2 and F-3
• Construction Classification	3.2.2.47, 54, 62,
• Combustible Construction	Not Permitted**
• High Building (3.2.6)	Yes
• Floor FRR*	2 Hours**
• Sprinklers Required	Yes (NFPA 13 - 2013 Edition)
• Standpipe Required	Yes (NFPA 14 - 2010 Edition)
• Fire Alarm Required	Yes
• High Building Provisions	Yes
• Grade	5.25 m

* Fire Resistance Rating

** See Analysis Below for existing heritage buildings.

General Requirements

While the existing heritage buildings will be largely isolated from the parking garage, an entrance and exit vehicular ramp will be underneath both of the heritage buildings. The emergency generator room will be under one of the buildings. The existing buildings will be otherwise separated from the parking garage with fire rated construction but due to existing construction it is anticipated that there will be an Alternative Solution for aspects of the existing construction.

Grade and number of storeys

Grade is defined as the lowest average ground level for the lowest perimeter wall. The lot is steeply sloped from Wharf St. to the Victoria Harbour walkway. From the Streets the parking garage appears to be a basement. However, to the west the building faces the Harbour / Gorge and a walkway.

Since the Gorge has variable Grade (due to tides) the establishment of grade is not simple. If grade is taken as the level of the walkway at 5.25 m which is the same as the level of the parking garage so the parking garage is the first storey,

Assuming this as grade, the top floor of the north building at 28.77 m is 23.52 m above grade so the building is subject to Subsection 3.2.6 and is a high building. However, it is much less than the threshold of 36 m for voice communication so high building voice communication systems are not required.

The building is 8 storeys in height and will be subject to Article 3.2.2.47., .54, and .62.

Upgrade Requirements

It is intended to upgrade the heritage buildings to fully comply with the Acceptable Solutions in Division B of the 2012 British Columbia Building Code (the 'Code') except where permitted by application of Heritage Provisions and Alternative Solutions. Since these are heritage buildings, some provisions of Table A-1.1.1.1. of Division A Part 1 will apply to the existing structures. The new structures are intended to comply with the requirements of Part 3 (either Acceptable or Alternative Solutions).

Heritage Provisions Summary

Appendix A-1.1.1.1.(1) of Division A contains provisions further to those in Part 3 of the Code which are designed to assist in retention of otherwise nonconforming aspects of a heritage building.

Renovations of the existing floors will involve enhancing the structure with supplemental / replacement stud walls and shearwall improvements.

Item 9 permits a Group C building up to 6 storeys to use combustible construction. While the proposed building will have 8 storeys and thus exceed this provision, it will be incorporated in to an Alternative Solution provided below. All construction outside the heritage buildings will utilise non-combustible construction.

Site Access, Grade, and Number of Storeys

The building is on an irregular lot, facing Wharf Street to the east Johnson Street as it turns into the new Bridge to the north. To the west is Victoria Harbour with a waterfront walkway and Reeson Park to the south. The Johnson St. Bridge replacement project is still underway but will hopefully be complete long before this project is completed. Wharf Street is currently divided and the west part of the current Wharf Street will become a walkway as part of this project.

The building will have direct grade level access to Wharf Street to the east and Johnson Street to the north at Level 1 and to the Harbour walkway to the West at the P1 level. The P1 level is the first storey.

The first storey will be referred to as the P1 level (since it appears to be a basement from the main street response level) and the floors above will be referred to as levels 1 through L7 recognizing that these are actually the second through eighth storeys.

As discussed below, the building will be subject to high buildings measures (Subsection 3.2.6.) since the top floor is more than 18 m above grade.

Alternative Solution Summary

Since it is not possible to retain the existing building and provide the proposed additions in conformance with Division B of the Code, the following Alternative Solutions will be provided

Alternative Solution #1 - Combustible Construction - Sentence 3.1.5.1.(1)

For heritage and aesthetic reasons, it is proposed to retain a significant portion of the existing wood frame construction in the two heritage buildings.

Alternative Solution #2 - Floor Fire Resistance Rating - Sentence 3.1.7.1.(1)

There may be difficulties in retaining significant structure within the existing buildings and between the existing buildings and the new parking garage area while also providing the required 2 hour fire resistance rating. Specific assemblies may be provided.

Alternative Solution #3 - Number of Exits - Sentence 3.4.2.1.(1)

It is anticipated that the ground floor of the existing buildings will have one exit. The second floor will be using a long corridor as an alternate access from the upper floor suites and access to an elevator. Travel distances are very short, the areas would only require one access to exit, and fast response sprinklers will be provided. A separate fire alarm zone will be provided for the ground floor heritage area.

Alternative Solution #4 - Exposure to Exit - Sentence 3.2.3.13.(2)

There is one location where an exit discharges towards David Foster Way where the door is parallel to glazing in the adjacent units and the path is flat. It thus does not clearly violate the exposure to exit provisions. However, the exit path is constricted by landscaping so the path is less than 135° from windows in adjacent suites. While it could be considered conforming, it is proposed to have close spaced sprinklers on the inside face of exposing windows within 3 m of the exit path which flow at least 1.14 lps and the glazing will be tempered glass on at least one pane. Since this is not an explicit Alternative Solution, it is proposed to permit this to be fed from the floor area sprinkler system. It is anticipated that the existing heritage buildings will have glazing near exit paths.

Occupancy

The lowest P 1 level will largely include parking and bicycle parking. The parts facing the Harbour Walk (David Foster Way) will be retail in the south existing heritage building) and four two level townhouses plus one single level suites to the west of the main tower. These townhouses are intended to have potential home occupation uses per City of Victoria provisions.

The main floor L1 level will have Group A-2, D and/or E commercial suites and the upper levels of the townhouses to the north west.

L2 will have have a subsidiary Group A Division 2 gym and amenity spaces as well as residential suites. The upper floors will have Group C dwelling units.

Structural

The existing building has combustible construction that will be retained and upgraded to provide an acceptable fraction of the current structural requirements in Part 4. This is normally deemed to be at least 60% of current seismic requirements but anything less than 100% must be justified by either hardship or retention of the heritage fabric.

The new building will meet 100% of the current structural requirements and utilise noncombustible construction throughout. The structural engineer will confirm both of these provisions in their design.

Construction, Fire Separations, and Closures

Based on Article 3.2.2.47 (as well as other applicable Construction Articles), the building is required to use noncombustible construction, and floors shall be constructed as fire separations with a fire resistance rating not less than 2 hours.

The Heritage provisions permit retention of existing combustible construction. Item 9 permits a building up to 6 storeys in height to contain a Group C, D, E, F2, or F3 occupancy provided that the building is sprinklered. The existing combustible construction is only in the 2 storeys of the Harbour side of the building, whereas the remainder of the building uses noncombustible construction, and the proposed retention of combustible construction meets the requirements of the Code.

The additions are required to be of noncombustible construction and will conform with Subsection 3.1.5.

It is proposed to provide a 2 hour fire separation between the existing and new portions of the building. The new walls will comply but the floors will likely be subject to an Alternative Solution.

New stairs and elevator shafts will be provided with a FRR not less than 2 hours. Emergency service shafts provided as required by Subsection 3.2.6 and will have a FRR of at least 2 hours while other vertical service shafts may have a FRR of 1 hour.

Mechanical and Electrical Systems

All plumbing, HVAC, and electrical systems will be replaced or provided and comply with the requirements of the current Code. High buildings measures will apply but there is no requirement for voice communication since the building is not more than 36 m above grade. An emergency generator and transfer switch are being provided for the building. The generator is currently proposed to be located in the parking level. These emergency services shall be separated from the building with a 2 hour fire separation. A new fire alarm system is being provided. See the discussion about High Buildings measures for further requirements.

Spatial separation

Since the entire structure will be treated as one building, there are no exposures between the parts of the building. The building appears to permit 100% unprotected openings for all building faces except for the south wall of the south heritage building. However, with non-combustible construction of masonry type, it will comply with the Code. The west facing walls face a public thoroughfare and the Harbour so could be considered to have a very large limiting distance and allow unlimited unprotected openings.

Fire Suppression and Fire Alarm Systems

The building will be fully sprinklered per NFPA 13 and a standpipe conforming to NFPA 14 will be provided. The municipal water supply is very likely capable of supplying the sprinkler system without augmentation so a fire pump will probably not be provided. Sprinklers will be zoned on a floor by floor basis with additional zone(s) provided for alternative solution sprinklers.

The parking garage will comply with Ordinary Hazard Group 1 requirements. The commercial spaces on the lower two levels will comply with Ordinary Hazard Group 2 requirements. All residential areas will comply with the four sprinkler design requirements of NFPA 13 with amenity spaces being designed to comply with Light Hazard.

Hose connections will be provided in all exit stairs. Each standpipe riser will be separated from other risers with shut off valves.

A new, conforming, fire alarm system will be provided with zoning per the Code with separate zones for :

- the two level townhouses together with the single level units facing David Foster Way will be zoned separately from the remainder of the building and be grouped as one zone. Zoning will be per sprinklers only since pull stations are not required from such units.
- the single level south east structure will be zoned separately from the main tower.
- each storey for sprinklers,

- each storey for all other fire detectors and pull stations,
- each storey of the heritage retained areas, on the same basis as the preceding two bullets,
- each stair with smoke detectors at the top and on at least every third level.
- smoke detectors in the elevator shaft to control elevators as required by CAN/CSA B-44, and
- other zones as decided by the electrical engineer, likely including smoke detectors in major electrical rooms and possibly isolated sections of the building such as the heritage buildings.
- While not required, the higher and lower new structures will likely be zoned separately.

The elevator related devices must have individual control features but not necessarily separate LED zones.

Trouble zones will be provided as required and with an additional trouble zone for standpipe flow. This will not be an alarm zone since this could cause confusion with multiple alarms with every sprinkler flow.

The primary fire department access route is proposed to be at the residential lobby off of Wharf Street since Johnson St. access will not be optimal due to Bridge traffic. The Central Alarm and Control facility / annunciator will be located there. It is more than 15 m from the Street and this is to be reviewed with the City. The response point could be within 15 m but this will likely not be optimal for fire department operations as the proposed location.

The fire department connection will be provided within 45 m of a hydrant with hydrants to be located as part of the street realignments. A single fire department connection is permitted since the top floor (Level 7) is 23.52 m (77'2") is more than the threshold of 75' in NPFA 14 which requires two fire department connections, two fire department connections shall be provided.

The building is being provided with a Fire Fighter's Elevator as required by Article 3.2.6.5.

Since the building is less than 36 m high, voice communication is not required.

Safety Within Floor Areas

Residential suites and public corridors serving them will have a 1 hour FRR around them.

High Building Provisions

Grade is The vertical addition will require the entire building to meet the requirements in Subsection 3.2.6 for high buildings. All features required by 3.2.6 will be provided.

As required by Article 3.2.6.6, floors will be vented using operable windows or doors, except for the parking level which will have a mechanical ventilation system.

Since the two parking exit stairs exit at the Wharf St. Level, they will have smoke control features required for stairs serving levels below their exit level. This includes being separated from the stairs serving the upper levels unless an Alternative Solution addresses this requirement in another way, perhaps with two vestibules between the floor area and the stairs.

Since the building is less than 36 m high, voice communication per Article 3.2.6.8. is not required and will not be provided.

Exiting

All floor areas will be provided with at least 2 exits. All floor areas will be within 45 m of an exit. Based on exit stair dimensions, exiting is provided for at least to 278 persons per floor (for all upper floors). Design refinement is required to confirm all of the above.

The retail levels will have multiple exits, anticipating a number of smaller suites.

The parking area has two exit stairs and relies on the entrance as the third exit. It appears that the entrance will have a slope of less than 1 in 20 so is not considered to be a ramp. If, as anticipated, a security gate or gates are provided, there will be a man door in them to accommodate exiting. Design refinement is required to confirm these details.

The heritage buildings each have two exits at their lowest level and the upper level accessing the Old Wharf St. Walkway and the infill between the two buildings, which has a stair leading to the harbour walkway. There may be exposure to exit on this stair.

The SE tower stair will exit onto Wharf St. The centre stair will be separated from the below grade stair and both will exit onto Wharf St. The NE stair will be separated from the below grade stair and both will exit onto Johnson St.

All exits are being constructed new and will conform to Subsection 3.4. Exit signs, emergency lights, and flame spread ratings shall conform to Code. Stairs will utilise noncombustible construction.

Accessibility

The building will be designed for *access* to all floor areas. While each of the heritage building levels will have *access* it is anticipated that going between the levels will involve exterior routes. Toilet rooms and other washroom facilities having in excess of the minimum requirements will be provided for commercial areas as part of separate Tenant Improvement permits. A closer review during the tenant improvement process will be required for any Assembly uses. The amenity space will likely have a universal toilet room as part of the design refinement.

Bicycle storage lockers are being provided as required by the Planning Department. They will be separated from the parking area with a 1½ hour rated separation.

Building Envelope and Energy Utilization

The Code requires that "An alteration involving reconstruction of an existing building should provide improvement of energy efficiency to an acceptable level". Energy utilization may not fully comply as permitted by Division A Sentence 1.3.3.7.(2) for the heritage buildings. ASHRAE 90.1 anticipates this so it will comply with the relaxed requirements of ASHRAE for existing buildings.

The building envelope of the existing building will comply except as possibly exempted due to heritage concerns. New portions of the building will be constructed with conforming envelope details. The responsible design professionals will address deviations from the envelope and energy requirements which may be required due to the retention of the building's heritage features.

The Step Code may affect the design but this is beyond the scope of this report which is focussed on Part 3 of the Code.

Summary

While the heritage buildings part of this project will not comply with all Part 3 and Part 10 and possibly Part 5 prescriptive provisions, they will comply with the intent of the Code and the remainder of the project is intended to comply with either the Acceptable Solutions or Alternative Solutions of the Code.

We trust you will find the foregoing in order but in the event that you have any questions, please do not hesitate to contact the writer.

Yours very truly,
Murray Johnson Engineering Ltd.

Per: 
Murray Johnson, M.Sc., P.Eng., CP

Reliance-Johnson Street Gateway-16262-F15 signed.wpd

cc: DIALOG - Adrian Politano
Reliance Properties - Juan Pereira



2018-02-15

Appendices

Survey: Site Area Calculation
WSP





File No: 171-10644-00

Date: July 26th, 2017

To: Crosstown Properties (Wharf Street) Ltd.
305 - 111 Water Street
Vancouver, BC V6B 1A7

From: Mitch Laseur, BCLS
WSP Canada
301 – 3600 Uptown Boulevard
Victoria, BC V8Z 0B9
Phone 250.384.5510

Attention: Juan Pereira

RE: **AREA CALCULATION – ABOVE AND BELOW PRESENT NATURAL BOUNDARY
LOT 182F; LOT 182G, LOT 182A, and CLOSED ROAD PLAN EPP8684;
BEING THE PROPOSED JOHNSON STREET GATEWAY SITE**

This letter is written to verify the areas of the above noted properties. The properties in question contain land falling below the Present Natural Boundary. We confirm that our interpretation of the Present Natural Boundary is coincident with the definition of the Ordinary High Water Mark.

To clarify the allocation of these areas we have prepared the attached sketch detailing those areas above and below the Present Natural Boundary.

In summary:

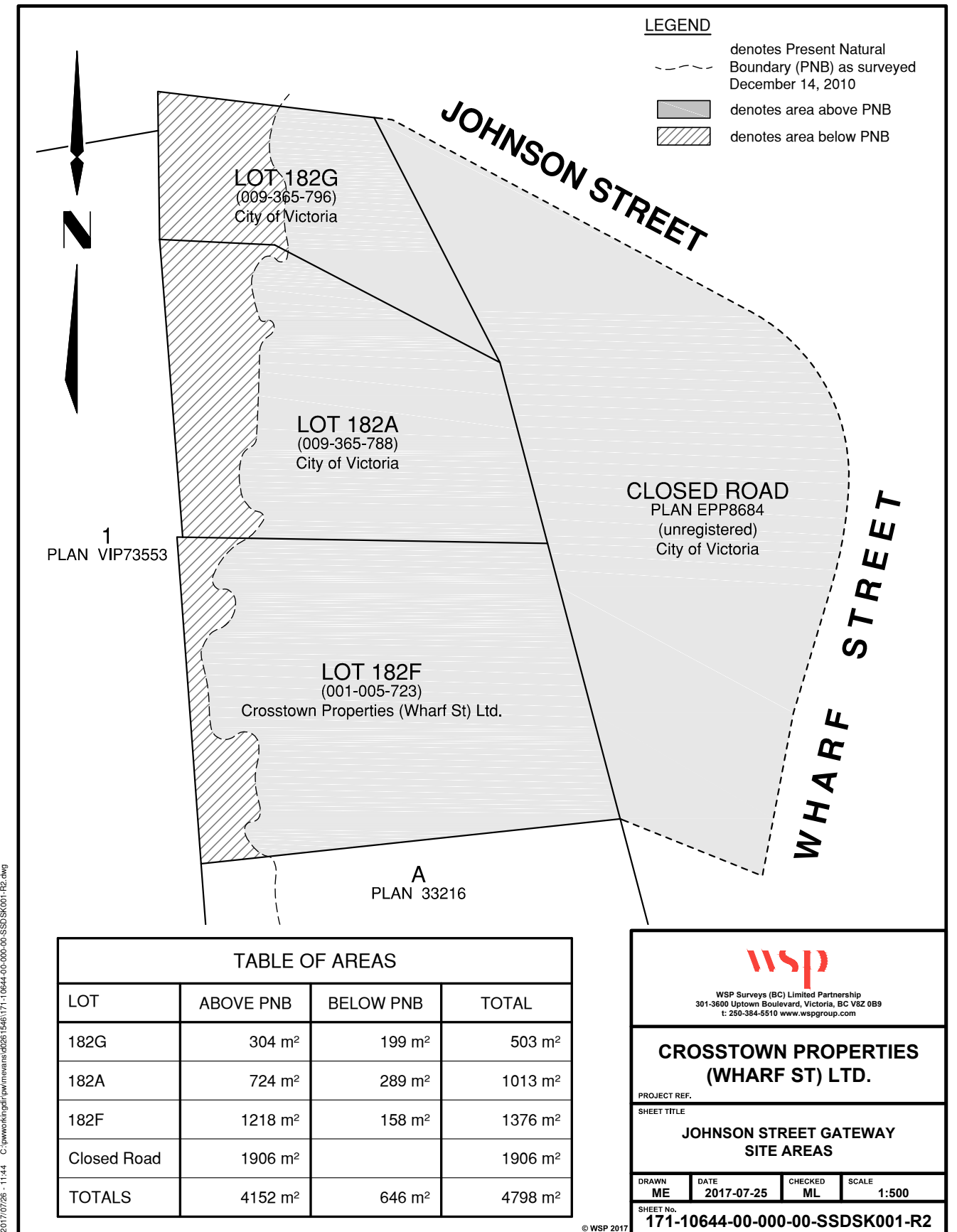
The total area *above* the Present Natural Boundary for these properties is **4,152 square meters**.

The total area *below* the Present Natural Boundary for these properties is **646 square meters**.

Regards,

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

WSP
301 – 3600 Uptown Boulevard
Victoria, BC V8Z 0B9
Phone: 1 + 250-384-5510
www.wsp.com





Appendices

Transportation Review Memo
BUNT



MEMO

DATE: February 13, 2018
 PROJECT NO: 6171-02
 PROJECT: Johnson Street Gateway
 SUBJECT: Loading Analysis

TO: Adrian Politano, Dialog Design

PREPARED BY: Jason Potter, PTP
 REVIEWED BY: Simon Button, P.Eng.

Reliance Properties is proposing the development of the Johnson Street Gateway. The site is located at 1314 - 1324 Wharf Street, Victoria which is to the south of the new Johnson Street Bridge, on the downtown side of the Victoria Inner Harbour.

Bunt & Associates have provided AutoTURN turn path analysis to evaluate loading vehicle accessibility of Dialog Design's recent site plan dated January 22, 2018.

This Memo describes the accessibility of three areas, they are:

- Upper level loading bay;
- Lower level loading bay; and,
- Parkade accessibility.

1.1 Upper Level Loading Bay

The upper level area is intended for middle-size single-unit loading vehicles. **Exhibit 1.1** illustrates the ability of a Transportation Association of Canada's (TAC) SU9 vehicle (9.1 m length loading vehicle) and a TAC MSU vehicle (10 m length loading vehicle) to access the upper level loading bay. The space around the loading bay will be flat (no curbs) therefore the loading bay is considered functional despite the over tracking shown adjacent to the loading space.

1.2 Lower Level Loading Bay

The lower loading area is only intended for cars, small loading vehicles, vans or pickup trucks to serve people with boats in the marina. As such Bunt tested this area with a LSU design vehicle (6.4m

length). As shown in **Exhibit 1.2**, the LSU vehicle is able to access the lower and upper loading areas without conflict. It is noted that the vehicle can back towards the parkade area as shown as the parkade gate is setback accordingly.

1.3 Parkade Accessibility

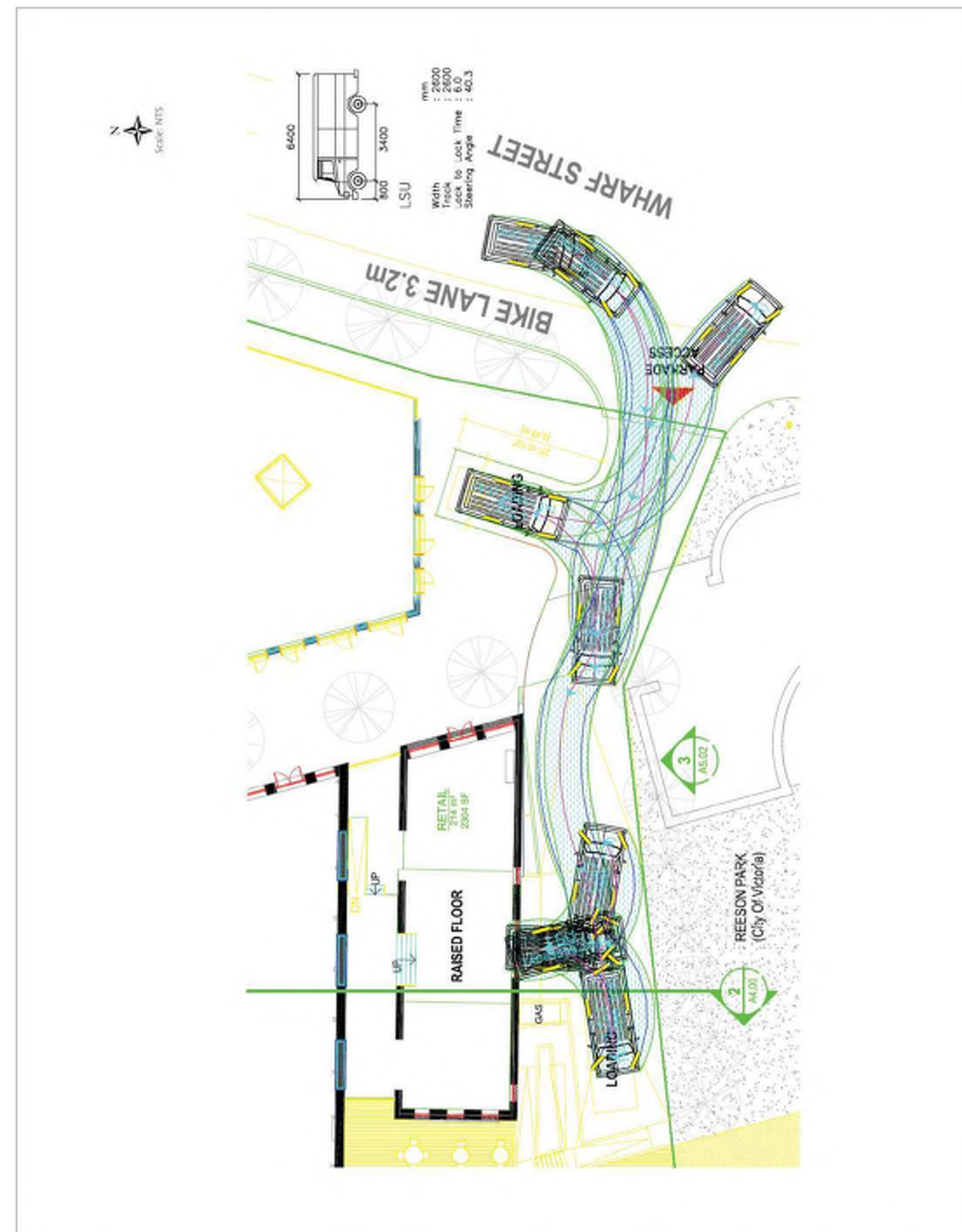
Accessibility and circulation of the parkade was examined using TAC Passenger vehicle which is longer and wider than most personally owned vehicles in North America. As shown in **Exhibit 1.3**, the parkade is accessible with no conflict points. It is however noted that parking space 6 requires a two point turn to exit the space. This is typically considered acceptable in a parkade structure.

1.4 Loading Management

Bunt recommends a sign be placed along the parkade ramp that states "Loading vehicles longer than 7m use upper level loading area".



Exhibit 1.1 Upper Level Loading





Appendices

Heritage Conservation Plan
Donald Luxton & Associates



CAIRE & GRANCINI WAREHOUSE

1314 WHARF STREET, BC

CONSERVATION PLAN

MAY 2017

DONALD LUXTON
AND ASSOCIATES INC 

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Victoria aerial, 1947 [Vintage Air Photos of BC BO-47-1455]



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



Northern Junk Buildings, Wharf Street, Victoria - 1880



1.0 INTRODUCTION

HISTORIC NAME: Caire & Grancini Warehouse/ Part of the Northern Junk Buildings
CIVIC ADDRESS: 1314 Wharf Street, Victoria, British Columbia, V2P, Canada

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

VISIBLE ALTERATIONS:
Unknown Date: Windows and doors were removed and changed

HERITAGE STATUS: Municipal Heritage Designation 1975

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

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

The building and site are registered and protected under Municipal Legislation. The building is situated on a waterfront site containing some adjacent mature landscaping, parking, historic stone retaining wall, dock access prior to a substantial drop to the water's edge.

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

2.0 HISTORICAL CONTEXT



Map of the City of Victoria - 1889

Built in 1860, the Caire & Grancini Warehouse at 1314 Wharf Street is among the oldest commercial warehouses in Victoria's Inner Harbour and is linked with the development of Commercial Row, the locus for commercial and retail ventures in the City. The materialization of Commercial Row during the Victorian era was spurred by the advent of Victoria's resource-based economy and the Fraser River Gold Rush during which time Victoria became the primary reception point for immigrant coming from California, and supply town for miners travelling to the interior.

The warehouse, which forms an integral component of the early streetscape, is situated on a sloping bank between Wharf Street and the Inner Harbour

waterway. The warehouse itself is an example of a design by architect John Wright (1830-1915), who had a prolific career in Victoria. Wright was born on May 15, 1830 at Killearn, Scotland. He arrived in Victoria in 1858 and in 1860 partnered with George H. Sanders (1838-1920) to form the architectural firm of Wright & Sanders (1860-1895). Together, Wright & Sanders soaked up the major governmental, institutional, commercial and domestic commissions in the City. In 1866, Sanders and Wright moved to San Francisco. This warehouse is among Wright's earliest commercial projects in Victoria and is a rare surviving example of his work.



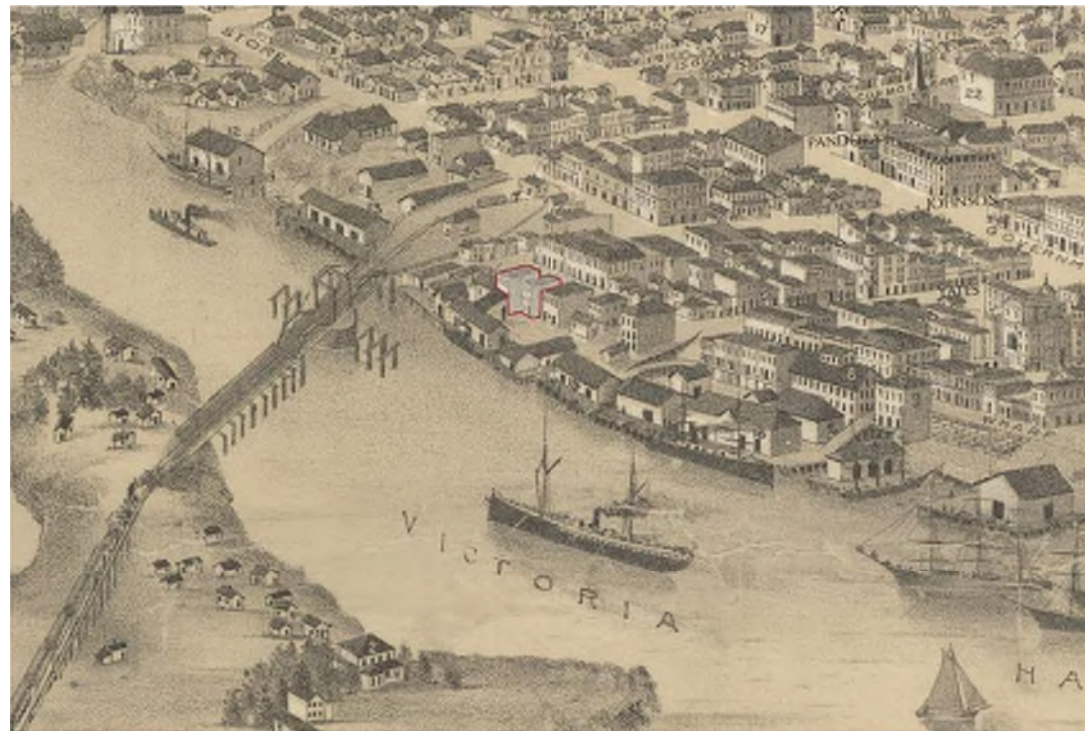
HISTORICAL CONTEXT

Assessment records indicate that the lot where the warehouse sits was originally jointly owned by the Honorable Donald Fraser (1810-1897), Justinian Caire (1827-1897) and Ermengildo Grancini (1827-1879). A tender call placed in the Colonist newspaper in 1860 by architect Wright indicates that the warehouse was purpose-designed for Caire & Grancini. As merchants, Justinian Caire and Ermengildo Grancini used the premises for their successful hardware firm, Caire & Grancini.

Their firm was first established in San Francisco shortly after Caire, who was originally from France, immigrated there in 1851. Caire's hardware business specialized in the sales of mining equipment and imported household items such as porcelain and plates. Caire later formed a

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

Caire & Grancini's Victoria hardware firm grew rapidly and in 1864 the Victoria Daily Chronicle reports that an extension was completed to the building reflecting their prosperous trade and need for additional space. It appears that it was Grancini who ran the Victoria franchise with Caire remaining in San Francisco. Grancini married Blanche Chassang in 1875 and resided on Cormorant Street



NORTHERN JUNK BUILDING: 1314 WHARF STREET, VICTORIA, BC
CONSERVATION PLAN | MAY 2017



HISTORICAL CONTEXT



Oblique View of Rear Façade - Northern Junk Buildings - 1870 [BCA A-03433]



Victoria Harbour, Benjamin Baltzly, Photographer, 1871 [Collection Jennifer & Colin Barr]



NORTHERN JUNK BUILDING: 1314 WHARF STREET, VICTORIA, BC
CONSERVATION PLAN | MAY 2017



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

in Victoria. The business continued to operate at 1314 Wharf Street until 1875, after which time directories records show Grancini operating as a sole proprietor on Government Street.

Ownership and occupancy of the warehouse is unclear between 1875 and 1893, with directories simply listing the building as “warehouse”. By 1894, the warehouse was home to R.P. Rithet & Co. bonded warehouse, a firm who continued to operate out of the space until circa 1908. A series of tenants subsequently occupied the warehouse with it continuing to function as utilitarian space.

During its operational use the warehouse has been subject to numerous additions and alterations, reflecting the changing needs of its occupants and desire for modern amenities. In 1898, the architect John Teague designed in-house sewers, which were connected with public sewers. The original storefront, which has since been covered with a façade and the signage “Northern Junk”, featured a cornice and wooden porch. The rear of the building still retains its original appearance with random-rubble on the lower course and granite brick lintels, with a brick cornice capping the rear elevation. Currently the building is vacant and is often referred to as one of the Northern Junk buildings and part of the Johnson Street Gateway.

3.0 STATEMENT OF SIGNIFICANCE

1314 Wharf Street, Victoria, BC

Description of the Historic Place

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

Heritage Value of the Historic Place

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

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

and domestic commissions in Victoria prior to their relocation to San Francisco in 1866.

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

Character-Defining Elements

The character-defining elements of 1314 Wharf Street include:

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



4.0 CONSERVATION GUIDELINES

4.1 STANDARDS AND GUIDELINES

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

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

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

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

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

STANDARDS

Standards relating to all Conservation Projects

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

9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable upon close inspection. Document any intervention for future reference.

Additional Standards relating to Rehabilitation

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

Additional Standards relating to Restoration

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

4.2 CONSERVATION REFERENCES

The proposed work entails the Preservation/Restoration/Rehabilitation of the exterior of the 1314 Wharf Street as part of the Johnson Street Gateway Site. The following conservation resources should be referred to:

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

National Park Service, Technical Preservation Services. Preservation Briefs:

Preservation Brief 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/1-cleaning-water-repellent.htm>

Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/2-repoint-mortar-joints.htm>

Preservation Brief 3: Improving Energy Efficiency in Historic Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/3-improve-energy-efficiency.htm>

Preservation Brief 4: Roofing for Historic Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/4-roofing.htm>

Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/6-dangers-abrasive-cleaning.htm>

Preservation Brief 14: New Exterior Additions to Historic Buildings: Preservation Concerns.
<http://www.nps.gov/tps/how-to-preserve/briefs/14-exterior-additions.htm>



Preservation Brief 15: Preservation of Historic Concrete.
<http://www.nps.gov/tps/how-to-preserve/briefs/15-concrete.htm>

Preservation Brief 16: The Use of Substitute Materials on Historic Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/16-substitute-materials.htm>

Preservation Brief 17: Architectural Character – Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character.
<http://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>

Preservation Brief 24: Heating, Ventilating, and Cooling Historic Buildings: Problems and Recommended Approaches.
<http://www.nps.gov/tps/how-to-preserve/briefs/24-heat-vent-cool.htm>

Preservation Brief 27: The Maintenance and Repair of Architectural Cast Iron.
<http://www.nps.gov/tps/how-to-preserve/briefs/27-cast-iron.htm>

Preservation Brief 31: Mothballing Historic Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/31-mothballing.htm>

Preservation Brief 32: Making Historic Properties Accessible.
<http://www.nps.gov/tps/how-to-preserve/briefs/32-accessibility.htm>

Preservation Brief 35: Understanding Old Buildings: The Process of Architectural Investigation.
<http://www.nps.gov/tps/how-to-preserve/briefs/35-architectural-investigation.htm>

Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes.
<http://www.nps.gov/tps/how-to-preserve/briefs/36-cultural-landscapes.htm>

Preservation Brief 38: Removing Graffiti from Historic Masonry.
<http://www.nps.gov/tps/how-to-preserve/briefs/38-remove-graffiti.htm>

Preservation Brief 39: Holding the Line: Controlling Unwanted Moisture in Historic Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/39-control-unwanted-moisture.htm>

Preservation Brief 41: The Seismic Retrofit of Historic Buildings: Keeping Preservation in the Forefront.
<http://www.nps.gov/tps/how-to-preserve/briefs/41-seismic-retrofit.htm>

Preservation Brief 42: The Maintenance, Repair and Replacement of Historic Cast Stone.
<http://www.nps.gov/tps/how-to-preserve/briefs/42-cast-stone.htm>

Preservation Brief 43: The Preparation and Use of Historic Structure Reports.
<http://www.nps.gov/tps/how-to-preserve/briefs/43-historic-structure-reports.htm>

Preservation Brief 44: The Use of Awnings on Historic Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/44-awnings.htm>

Preservation Brief 47: Maintaining the Exterior of Small and Medium Size Historic Buildings.
<http://www.nps.gov/tps/how-to-preserve/briefs/47-maintaining-exteriors.htm>

4.3 GENERAL CONSERVATION STRATEGY

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

The major proposed interventions of the overall project are to:

- Restore the windows
- Restore various masonry assemblies on exterior elevations.
- Rehabilitate historic retaining waterfront wall infrastructure.
- Restore the Wharf Street and Inner Harbour Waterway frontages.

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

- Designing a restoration of the interior and exterior of the existing buildings will be sympathetic, and a minimum, and historically accurate when full restoration work occurs,
- Additions will be completed in a manner that draws a clear distinction between what is historic and what is new.
- Design for the new work may be contemporary or may reference design motifs from the historic place. In either case, it should be compatible in terms of mass, materials, relationship of solids to voids, and colour, yet be distinguishable from the historic place.
- The new additions should be physically and

visually compatible with, subordinate to and distinguishable from the preserved historic façade.

4.4 SUSTAINABILITY STRATEGY

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

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

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

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

These guidelines are primarily aimed at assisting designers, owners, and builders in providing existing buildings with increased



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

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

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

4.5 ALTERNATE COMPLIANCE

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

4.5.1 BRITISH COLUMBIA BUILDING CODE

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

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

4.5.2 ENERGY EFFICIENCY ACT

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

These provisions do not preclude that heritage buildings must be made more energy efficient, but they do allow a more sensitive approach of

alternate compliance to individual situations and a higher degree of retained integrity. Increased energy performance can be provided through non-intrusive methods of alternate compliance, such as improved insulation and mechanical systems. Please refer to the *Standards & Guidelines for the Conservation of Historic Places in Canada* for further detail about “Energy Efficiency Considerations.”

4.6 SITE PROTECTION & STABILIZATION

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

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

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

5.0 CONSERVATION RECOMMENDATIONS

A condition review of 1314 Wharf Street was carried out during a site visit in December 2016. In addition to the visual review of the exterior of the building, masonry samples were taken from exterior building materials and examined, and documented. The recommendations for the preservation and rehabilitation of the historic façades, are based on the site review, material samples and archival documents that provide valuable information about the original appearance of the historic building.

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

5.1 SITE

The 1314 Wharf Street building known as the Caire & Grancini Warehouse is part of the larger grouping of buildings known as the Johnson Street Gateway. The building is situated on the South East Side of Wharf Street in Old Town just above the Water Front. The building resides on a sloping bank retained by a masonry wall between Wharf Street and the Inner Harbour Waterway. The site is adjacent the Johnson Street Bridge. All buildings on the site are characterized by a one storey frontage visible at the street level, and two storeys visible from the water side. The site contains some mature landscape features, parking, public green along the water's edge and provides access to a dock and marina that is situated in the James Bay Harbour. The official recognition of this site refers to the group of buildings and property on which they reside.

Conservation Strategy: Preserve / Rehab / Restore

- Preserve the original location of the building. All rehabilitation work should occur within the property lines.
- Restore and Retain the main frontage of the building.
- Any drainage issues should be addressed through the provision of adequate site drainage measures.

- Retain and rehabilitate the masonry retaining wall as part of the restoration.

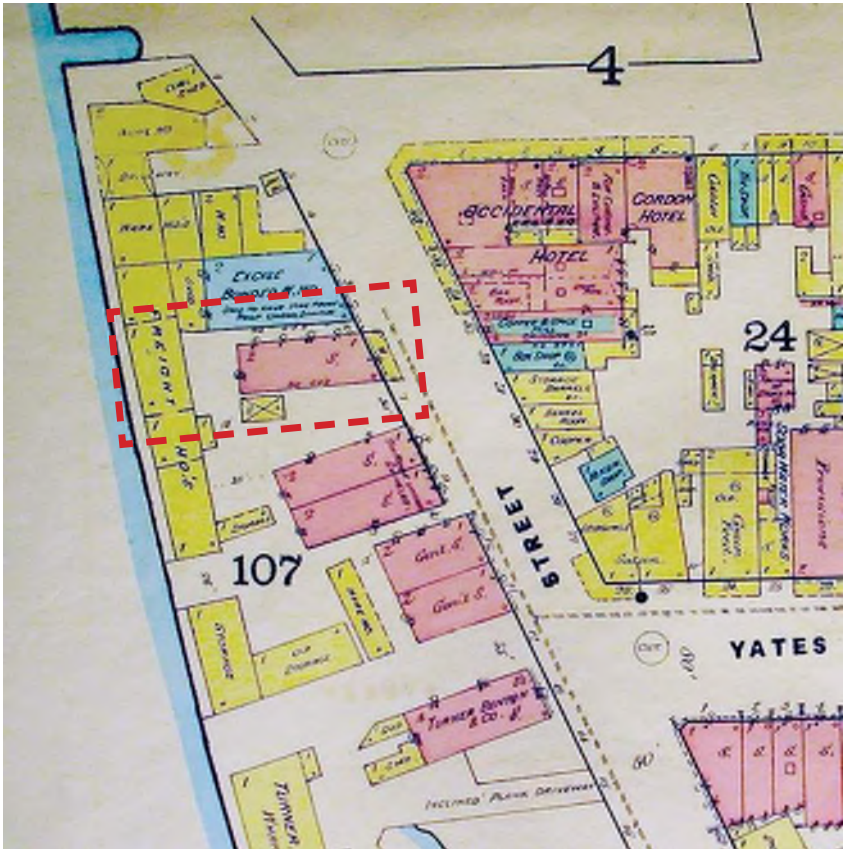
5.2 FORM, SCALE & MASSING

The overall massing of 1314 Wharf Street is characterized by a stout rectilinear extruded structure with a flat roof. The thick masonry walls are populated with limited small punched openings primarily in the front and rear façades with a few additional openings on the lane and alley elevations. The building is set tight to the front property line, with an alleyway separating it from the 1316-18 building that is part of the overall larger collection making up the Johnson Street Gateway Buildings.

The style of the building is characteristic of the frontier port of Victoria during the early expansion period and recalls the masonry structures built in the home countries of the new immigrants that flowed into the new frontier of British Columbia. The overall texture of the rough domestic rubble stone and brick walls are set and dressed with headers and sills made of hewn sandstone pulled from local quarries. The front entrance originally had a porch that has since been removed which provided a finished and decorative storefront for retail and business housed within. The entrance is symmetrical along the front street elevation. This is mirrored in the rear facing the water.

Conservation Strategy: Preserve / Rehab / Restore

- Preserve the overall form, scale and massing of the building.
- The historic front façade with symmetrical frontage should be restored. Please refer to the historical reference materials for more detail.
- The parapet projecting up above the main roof line should be maintained at both the front and back of the building.



1885 Sandborn Fire Insurance Map - Yates and Wharf Street Intersection and Site Context of The Caire and Grancini Warehouse



5.3 EXTERIOR MASONRY WALLS

The exterior walls are a mixture of rubble stone, found at the base on the bottom storey at the rear of the building, red brick which is the dominant material used on the main floor on the remainder of the building. The windows and doors are framed by inset sandstone headers and sills at each openings. In some locations the opening were bricked in and closed during later renovations to the building.

An later unsympathetic stucco façade was installed after the dressed wood frontage and canopy was torn out. If possible this stucco facing should be removed and the frontage should be restored to its original state.

Although the original design of the frontage is unknown and is only visible in one oblique photograph, similar frontage designs of the same period, in nearby locations, can be used to produce an appropriate and sympathetic design.

The removal of the unsympathetic stucco will provide further information as to the original cladding and finishes that were used and inform the restoration process moving forward. This will require testing to see if the stucco and related paint can be removed without causing significant damage to the brick surface that remains behind.

The entire brick and rubble stone structure of the exterior of the building should be assessed and carefully reviewed to ascertain the status and stability of the bricks and interlocking pointing. A preliminary review indicates that it has been poorly or not maintained and will required significant repairs, repointing, and replacement of field bricks, and stitching, patching and possible replacement of several stone sills and headers. Additional damage may be hidden behind the current stucco cladding on the front elevation of the building, and will require reviews as the removal and replacement/ repair process proceeds.

The contractor is to consult and provide mock-ups of any repair work for masonry work that will be required.

Conservation Strategy: Preserve / Rehab / Restore

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



Current Front Elevation of the Caire and Grancini Warehouse



Oblique View of Front Façade - Caire and Grancini Warehouse As Part of The Northern Junk Buildings - 1890s [BCA F-09561]



Current Rear Elevation of the Caire and Grancini Warehouse



Current South Elevation of the Caire and Grancini Warehouse



Historical Precedent Images for Retail Streetscape on Lower Yates Street Circa 1868 [BCA-A- 03038]



Sample of Masonry Brick Frontage Complete With Verandah Circa 1870s [BCA A-03466]



Sample of Masonry Brick Frontage With Decorative Cornice On Wharf Street Circa 1860 [BCA -A- 03478]



Frontage McQuade & Son, Chandlers, Wharf Street, 1890s

- Repairs cracks and fissures joints with new mortar that matches existing in consistency, composition, strength, colour to match the existing finish; note the finely tooled profile of the original mortar joints where applicable.
- Retain sound exterior masonry or deteriorated exterior masonry that can be repaired.
- The colour treatment of the façade where appropriate will be determined by the Heritage Consultant.
- When preparing the existing painted surfaces for restoration or recoating, be aware of the risk of existing lead paint, which is a hazardous material.

5.5 ROOF

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

Conservation Strategy: Rehab and Restore

- Evaluate the condition of the roof membrane, support deck and structure to determine if remediation measures will be required.
- Review interface conditions at parapets and other related materials such as cap flashings, drainage scuppers, and venting stacks to insure the masonry work and other key heritage features are protected on the perimeter walls and chimneys.

5.5 PARAPET CAP FLASHING

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



Parapet at Rear of Building - No Cap Flashing Noted

The roof area and upper assembly conditions of the warehouse were not accessible. Further review of the conditions will be required to clarify what the appropriate profile and finishes should be for restoration. A mock-up of the flashing should be provided to the heritage consultant for review in situ.

Conservation Strategy: Restore

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

5.6 FENESTRATION

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

5.6.1 WINDOWS

The Caire & Grancini Warehouse Building featured relatively large windows and storefronts for the period in which the building was constructed. In both the front and back of the warehouse large

openings still remain, however, none of the original windows remain intact and have since been replaced, and been bricked shut, are currently missing completely, and have been boarded over as a protective measure to prevent further damage and vandalism.

Particularly in the frontage condition, infill and other alteration were made and will need to be investigated and reviewed to clarify what the original condition most likely was and whether there were a series of doors, or windows in place.

Additional contextual photographs of comparable buildings and façades should be used to reconstruct a sympathetic and reasonable frontage that would be in keeping with the historic building.

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

Conservation Strategy: Rehab / Restore

- Inspect for condition and complete detailed inventory to determine extent of recommended replacement.
- Remove renovation windows and install new heritage grade wood window assemblies.
- Overhaul, tighten/reinforce joints after installation. Repair frame, trim and counterbalances as required for calibration and function.
- Each window should be made weather tight by weather-stripping as necessary.
- Replacement glass to be single glazing, and visually and physically compatible with existing heritage masonry façade.
- Prime and repaint as required in appropriate colour, based on colour schedule devised by Heritage Consultant.

5.6.2 DOORS

The doors for the exterior of the Caire & Grancini Warehouse are not original, and have been replaced by poor quality unsympathetic standard stock items and should be replaced with historically accurate units and assemblies sympathetic to the heritage of the original building design. This would include interior and exterior painted or stained finishes. Further investigation into the profiles, details and finishes will be required.

Conservation Strategy: Rehab / Restore

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

5.7 EXTERIOR COLOUR SCHEDULE
(DETERMINED PAINT COLOUR
ALREADY)

Part of the restoration process is to finish the building in historically appropriate paint colours. The following preliminary colour scheme has been derived by the Heritage Consultant, based on- site informations and historical archival research. The colours have been matched to Benjamin Moore's Historical True Colours Palette. Further on- site analysis is required for final colour confirmation once access is available.

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

PRELIMINARY COLOUR TABLE: THE CAIRN AND GRANCINI WAREHOUSE BUILDING,
1314 WHARF STREET, VICTORIA, BC

Element	Colour*	Code	Sample	Finish
Window Frames & Sashes	Black Watch Green	No Code		High Gloss
Metal Cap Flashings	Stone Grey (Vic West)	56071		Low Lustre

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



6.0 MAINTENANCE PLAN

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

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

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

6.1 MAINTENANCE GUIDELINES

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

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

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

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

6.2 PERMITTING

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

6.3 ROUTINE, CYCLICAL AND NON-DESTRUCTIVE CLEANING

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

cleaning is required, this can be accomplished with warm water, mild detergent and a soft bristle brush. High-pressure washing, sandblasting or other abrasive cleaning should not be undertaken under any circumstances.

6.4 REPAIRS AND REPLACEMENT OF DETERIORATED MATERIALS

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

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

6.5 INSPECTIONS

Inspections are a key element in the maintenance plan, and should be carried out by a qualified person or firm, preferably with experience in the assessment of heritage buildings. These inspections should be conducted on a regular and timely schedule. The inspection should address all aspects of the building including exterior, interior and site conditions. It makes good sense to inspect a building in wet weather, as well as in dry, in order to see how water runs off – or through – a building.

From this inspection, an inspection report should be compiled that will include notes, sketches and observations. It is helpful for the inspector to have copies of the building's elevation drawings on which to mark areas of concern such as cracks, staining and rot. These observations can then be included in the report. The report need not be overly complicated or formal, but must be thorough, clear and concise. Issues of concern, taken from the report should then be entered in a log book so that corrective action can be documented and tracked. Major issues of concern should be extracted from the report by the property manager.

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

6.6 INFORMATION FILE

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

The file should also contain a list outlining the

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

6.6.1 LOG BOOK

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

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

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

6.7 EXTERIOR MAINTENANCE

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

The most common place for water to enter a building is through the roof. Keeping roofs repaired or renewed is the most cost-effective maintenance option. Evidence of a small interior leak should be viewed as a warning for a much larger and worrisome water damage problem elsewhere and should be fixed immediately.

6.7.1 INSPECTION CHECKLIST

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

EXTERIOR INSPECTION

Site Inspection:

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

Does water drain away from foundation?

Foundation

- ☐ Does pointing need repair?
- ☐ Paint peeling? Cracking?
- ☐ Is bedding mortar sound?
- ☐ Moisture: Is rising damp present?
- ☐ Is there back splashing from ground to structure?
- ☐ Is any moisture problem general or local?
- ☐ Is spalling from freezing present? (Flakes or powder?)
- ☐ Is efflorescence present?

- ☐ Is spalling from sub-fluorescence present?
- ☐ Is damp proof course present?
- ☐ Are there shrinkage cracks in the foundation?
- ☐ Are there movement cracks in the foundation?
- ☐ Is crack monitoring required?
- ☐ Is uneven foundation settlement evident?
- ☐ Are foundation crawl space vents clear and working?
- ☐ Do foundation openings (doors and windows) show: rust; rot; insect attack; paint failure; soil build-up;
- ☐ Deflection of lintels?

Masonry

- ☐ Are moisture problems present? (Rising damp, rain penetration, condensation, water run-off from roof, sills, or ledges?)
- ☐ Is spalling from freezing present? Location?
- ☐ Is efflorescence present? Location?
- ☐ Is spalling from sub-fluorescence present? Location?
- ☐ Need for pointing repair? Condition of existing pointing and re-pointing?
- ☐ Is bedding mortar sound?
- ☐ Are weep holes present and open?
- ☐ Are there cracks due to shrinking and expansion?
- ☐ Are there cracks due to structural movement?
- ☐ Are there unexplained cracks?
- ☐ Do cracks require continued monitoring?
- ☐ Are there signs of steel or iron corrosion?
- ☐ Are there stains present? Rust, copper, organic, paints, oils / tars? Cause?
- ☐ Does the surface need cleaning?

Storefronts

- ☐ Are there moisture problems present? (Rising damp, rain penetration, condensation, water run-off from roof, sills, or ledges?)
- ☐ Are materials in direct contact with the ground without proper protection?
- ☐ Is there insect attack present? Where and probable source?
- ☐ Is there fungal attack present? Where and probable source?

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

Wood Elements

- ☐ Are there moisture problems present? (Rising damp, rain penetration, condensation moisture from plants, water run-off from roof, sills, or ledges?)
- ☐ Is wood in direct contact with the ground?
- ☐ Is there insect attack present? Where and probable source?
- ☐ Is there fungal attack present? Where and probable source?
- ☐ Are there any other forms of biological attack? (Moss, birds, etc.) Where and probable source?
- ☐ Is any wood surface damaged from UV radiation? (bleached surface, loose surface fibres)
- ☐ Is any wood warped, cupped or twisted?
- ☐ Is any wood split? Are there loose knots?
- ☐ Are nails pulling loose or rusted?
- ☐ Is there any staining of wood elements? Source?

Condition of Exterior Painted Materials

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

Windows

- ☐ Is there glass cracked or missing?
- ☐ Are the seals of double glazed units effective?
- ☐ If the glazing is puttied has it gone brittle and cracked? Fallen out? Painted to shed water?
- ☐ If the glass is secured by beading, are the beads in good condition?



- ☐ Is there condensation or water damage to the paint?
- ☐ Are the sashes easy to operate? If hinged, do they swing freely?
- ☐ Is the frame free from distortion?
- ☐ Do sills show weathering or deterioration?
- ☐ Are drip mouldings/flashing above the windows properly shedding water?
- ☐ Is the caulking between the frame and the cladding in good condition?

Doors

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

Gutters and Downspouts

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

Roof

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

INTERIOR INSPECTION

Basement

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

Commercial Space

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

Concealed spaces

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

6.7.2 MAINTENANCE PROGRAM

INSPECTION CYCLE:

Daily

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

Semi-Annually

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

Annually (Spring)

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

Five-Year Cycle

- A full inspection report should be undertaken every five years comparing records from previous inspections and the original work, particularly monitoring structural movement and durability of utilities.
- Repaint windows every five to fifteen years.

Ten-Year Cycle

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

Twenty-Year Cycle

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

Major Maintenance Work (as required)

- Thorough repainting, downspout and drain replacement; replacement of deteriorated

building materials; etc.

7.0 RESEARCH SUMMARY

- City of Victoria Building Permit: Not located.
- City of Victoria Plumbing Permit: #689: 18.7.1898: for Donald Fraser, London, England; Agent A. Munro; Lot 182F; Store & Warehouses; John Teague for Agent; plans attached, signed by Teague, dated 18 July 1898.

City of Victoria Fire Insurance Maps:

Visible on 1885 Fire Insurance Map- shown as Customs Whse brick building with one storey along Wharf Street and two storeys at the rear. A small wooden shed was located at the rear of the building.

- 1891 FIM as Customs Whse.
- 1903 FIM wooden freight shed visible on the south side. 1921 FIM, wooden building attached at the south.
- 1949 FIM, labeled Junk building.
- 1957 FIM same as 1949.

Assessment Records:

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

- Land: \$26,750 Imp: \$15,000 (crossed out) \$14,000 (written in)
- 1890: Same
 - City of Victoria Plans: Not located

CITY DIRECTORIES:

- 1860: Caire & Grancini, hardware store, Wharf Street west side
- 1863: Caire, J. & Grancini, wholesale hardware, 8 Wharf Street
- 1868: Caire & Grancini E, iron and hardware merchants, Wharf Street, west side
- 1869: Same
- 1871: Same
- 1874: Same
- 1875: E. Grancini, hardware and glassware, Wharf Street
- 1877: no listing
- 1877-1878: Grancini, E., hardware and crockery importer, Government Street, res. Cormorant
- 1880-1881: no listing
- 1890: Wharf Street, west side 100-104 warehouse
- 1891: same
- 1892: same
- 1893: 100 Wharf Street, R.P. Rithet & Co. bonded warehouse, 110 Wharf Street, R.P. Rithet & Co. Bonded Warehouse, 112 Wharf Street, Rithet RP & Co Salt Warehouse
- Rithet RP & Co Ltd Wholesale merchants, Shipping & Insurance Agents, 61-3 Wharf Street
- 1894: 100 Wharf Street, R.P. Rithet & Co. bonded warehouse, 108 Wharf Street, Victoria Truck & Dray Co. Ltd Office Victoria Truck & Dray Co 112 Wharf Street, Rithet RP & Co Salt Warehouse
- Rithet RP & Co Ltd Wholesale merchants, Shipping & Insurance Agents, 61-3 Wharf Street
- 1895: Same
- 1897: Same
- 1898: Same
- 1899: Same
- 1900: 104-106 Wharf Street Rithet RP & Co Ltd Warehouse

- 1901: Same
- 1902: Same
- 1903: Same
- 1904: Same
- 1908: 1314 Wharf Street Foster Fred Taxidermist
- 1324 Wharf Street Newton & Greer Paint Co
- 1910-11: 1316 Wharf Street Mitchell Bros. comm. Merchants
- 1324 Wharf Street Newton & Greer Paint Co
- 1912: 1314 Wharf Street British Pacific Supply Co
- 1316 Wharf Street Mitchell Bros comm. Merchants
- 1915: 1314 Wharf Street Vacant
- 1316 Wharf Street Victoria Junk Agency
- 1318 Wharf Street Victoria Cartage Co
- 1318 Wharf Street Radiger & Janion Ltd (whse)
- Vital Events: Ermengildo Grancini, BC Vital Event Death Certificate, Reg. Number: 1879-09-002502; Ermengildo Grancini and Blanche Chassang, BC Vital Event Marriage Certificate, Reg. Number: 1875-09-001137.

Other References:

Colonist June 12, 1860, Architect John Wright, Yates Street placed tender call for Messrs Caire and Grancini “to erect a fireproof building.”

Victoria Gazette July 18, 1860 p.2: “one two-story stone and brick store for Messrs. Grancini.”

Victoria Daily Chronicle, October 18, 1864 p.3: “Extension-Messrs. Caire & Grancini, the pioneer hardware dealers of Wharf Street have just completed an important addition to their premises. The improvement is evidence of increasing and prosperous trade, which we are sure will be gratifying to the numerous friends and customers of the resident partner of the firm.”

Colonist, November 5, 1879 Obituary of Grancini: Died at Victoria, British Columbia, Nov 7, 1879, Ermenegildo Pietro Grancini, Native of Milan, Italy, aged 52. Funeral from the residence, Cormorant Street. He was one of the organizers of the Fire

Department in 1859, and continued an active member of the Hook and Ladder Company and treasurer of the Fire Department till his death. A pioneer of 1858, he was one of the founders of the Pioneer Society. He was a member of the Masonic and Odd Fellows’ Orders. He came to California in 1850, and was a member of the important San Francisco firm of Caire & Grancini until 1858, when he established a branch of the house in this city, and eventually purchased his partner’s interest in the Victoria house. Sacramento Daily Union, Volume13, Number 1918, 20 May 1857: Grancini was an important figure in the Italian Community. He was nominated Secretary of committee to petition the King of Sardinia in regarding the choice of his majesty’s representative to the city. Same reference can be found in Daily Alta California, Volume 9, Number 138, 19 May 1857. Grancini’s death was reported in Sacramento Daily Union, Volume 8, Number 309, 10 November 1879

Justinian Caire, Form for Naturalized Citizen of the United States of America, San Francisco , May 13, 1889.

Caire’s Passport application: 20 May 1889, Born 3 December 1827 in Briançon, Hautes-Alpes, France, arrived in the US 27 October 1850, lived in San Francisco ever since.

Certificate of Arrival, Dover UK, Ermengildo Grancini, June 30, 1849.

In Memoriam of Delphine A. Caire, Daughter of Justinian Caire in California Historical Society Quarterly, Vol. 29, No. 1 (Mar. 1950), pp. 81-83. “Justinian Caire reached San Francisco on March, 29 1851 (152 days from Le Havre France, on the Aurelie, Capt. Gouin). Upon his arrival, he established a hardware business on Washington Street, for the first two or three years in partnership with Claude Long. While supplying the miners of California and the west with all types of mining equipment, he imported for the housewives such



RESEARCH SUMMARY

luxury articles as Sheffield Plate from England, porcelains from France and dolls from Germany. It was the commercial city of Genoa, Italy that he learned the hardware business and acquired the capital to start his own mercantile venture in the new world.”

Colonist, 1897-10-07 p.8 “ Hon Donald Fraser, ex-MLA of BC, an active friend of the colony from 1858 to the early 1860s died at London, England.... friend of JS Helmcken.

FRASER, DONALD, journalist, businessman, and politician; b. 1810 or 1811 in Scotland; d. 2 Oct. 1897 in London, England. Dictionary of Canadian Biography (Accessed July 2010 http://www.biographi.ca/009004-119.01-e.php?id_Nb=6106&interval=20&&PHPSESSID=q3t2r62l1mhfm1gps6sv43cvl7>)

PHOTOS: BC Archives: A-03433, F-09561, G-00925, A-04613, A-00175, A-03848

Application Review Summary 2016

Application Review Summary 2016



Application Review Summary

For: 1314 Wharf Street
Meeting Date: Tuesday, August 23, 2016
Application: REZ No. 00294 & DP No. 000259

To: Jon Stovell
Reliance Properties
305 - 111 Water Street
Vancouver BC V6B 1A7

Email: jons@relianceproperties.ca

City of Victoria staff have completed the technical review of your application with respect to the relevant land use policies, technical requirements and regulations. These comments are provided to the person named as applicant. It is your responsibility to provide these comments to the owner or consultant.

After your review of these comments, please feel free to contact your area planner if you require clarification of the information or wish to arrange a meeting to further discuss your application.

Application Support:

The application as submitted complies with many of the land use policies relevant to the property, however, revisions are required for consistency with guidelines. To successfully complete this application you must address all the requirements listed below. Other items are provided for the applicant's information at this time. Items listed under "Conditions to be met prior to Public Hearing or prior to Opportunity for Public Comment" can be addressed now, or at minimum, before the Public Hearing or Opportunity for Public Comment date will be scheduled.

The Plan Check for this proposal is provided in a separate attachment. The Plan Check provides the technical analysis of the project data for compliance with the *Zoning Regulation Bylaw*.

REVISED SUBMISSION REQUIREMENTS:

If changes to your plans are required as a result of this Application Review Summary or the Plan Check, you are required to submit revised plans. So that your application can be processed as efficiently as possible, please submit all changes at one time.

Written Material

A list describing changes that have been made to the previous set of plans, and relate the list to the 'bubbled' drawings preferably by a numerical reference (bubbles indicate where changes have been made to the previously submitted plans). This should be accompanied by a letter itemizing how you addressed each of the requirements listed under the headings "Conditions to be met prior to Committee of the Whole".

Plans

The following number of plans is required for a resubmission:

- 2 bubbled sets 8 1/2" x 11"
- 1 bubbled set 11" x 17"
- 5 sets full size (minimum 24" x 36") – bubbled – that incorporate the changes
- 1 set full size (minimum 24" x 36") – not bubbled – that incorporate the changes
- 1 set 11" x 17" – not bubbled – that incorporates the changes
- 1 set 8 1/2" x 11" – not bubbled – that incorporates the changes

Digital Submissions

PDF files of all revised materials are required. This must include two full size sets of plans incorporating all changes to the previous submission. One set of plans must have numbered revision bubbles identifying all changes. A numerically itemized transmittal letter outlining all proposed changes to correspond with the numbered revision bubbles is also required. Any revised supporting documentation must also be submitted in digital format at this time.

Sign Posting

It is your responsibility to check with Planning Support staff at (250) 361-0212 for further information on any sign posting requirements.

Note: If your application involves landscaping to satisfy Development Permit requirements, an estimate for the landscape will be required prior to the issuance of the development permit and the landscape security deposit will be required at the time of Building Permit application.

Further note: A housing agreement, heritage revitalization agreement and right-of-way requirements will apply to this development. Other agreements and may also be required.

Development Services Division Comments:

Area Planner: Brian Sikstrom, Telephone: (250) 361-0285

- The proposed density, height and massing are a concern in terms of the proposal's fit with the Downtown Core Area Plan policy related to locating lower buildings along the waterfront and ensuring a fit with the heritage context. The density may need to be reduced or redistributed. As the new building on the north side of the site is nine stories as viewed from the Harbour, further stepping back and/or height reductions are recommended.
- The proposed density will require a bonus density contribution and commensurate amenities using land lift or other approaches to determine the amount of a contribution towards amenities.
- Staff note that views of the Northern Junk Buildings are blocked from Wharf Street and are dominated by the proposed buildings as viewed from the harbour. Consider enhancing and enlarging views of the heritage buildings from Wharf Street.
- Please provide further view analyses from the new Johnson Street Bridge, Wharf Street, Store Street, Victoria West as well as West Song Way/Songhees waterfront looking north and south at pedestrian level.
- Provide further detail on how the interior walkways / public space will be utilized. A Crime Prevention through Environmental Design analysis will also be required.
- Staff are interested in the relationship of the height between the Janion Building and the proposal. The provision of a plan comparison (showing elevations) would be helpful.
- The building design may benefit from some revisions to better distinguish it from the Janion Building.
- While renderings at a bird's eye view are useful, key renderings must be provided from the pedestrian level.
- Ensure that comparisons of public open space - existing and proposed - are truly public.
- Demonstrate how the site will be handicapped accessible, particularly to the waterfront pathway.
- Please demonstrate how the commercial space will function along Johnson and Wharf Streets as well as within the interior pedestrian
- Please show the location of commercial loading areas and garbage/recycling pick-up.
- The design of the sidewalk and pathway connections through Reeson Park will need to be reviewed with Parks.
- A building lighting plan should be provided as well as comprehensive signage plan.
- A materials board should be provided.

Application Review Summary 2016

Conditions to be met prior to the Committee of the Whole:

- Advisory Design Panel and Heritage Advisory Panel review will be required prior to the application proceeding to Council Committee of the Whole.
- **NOTE:** The Plan Check for the proposal identifies a couple pieces of missing information and a possible required correction. Please ensure that your resubmission addresses these items. If you need clarification on any of the items contained in the Plan Check, please contact the Zoning Administration staff as noted on the Plan Check.
- Updated letter to Mayor and Council providing information on the proposal and any revisions made based on staff, Heritage and Advisory Design Panel reviews.

Engineering and Public Works Department Comments:

Contact: Kevin Smitten, Telephone: (250) 361-0299

Conditions to be met prior to the Committee of the Whole:

- **REQUIRED:** Sidewalk widths on the public right of way are shown as approximately 1.5m (2.6m including furniture / tree strip). Jarret Matanowitsch's letter of June 15, 2010 indicated the City requires a four metre sidewalk. A dedication or SRW and additional building setback may be required to accommodate this width.
- **REQUIRED:** The applicant must ensure proposed grades, walls and proposed plantings correspond with those of the Johnson Street Bridge project. The design of the Plaza north of this property has yet to be finalized.
- **REQUIRED:** Please identify the on-site location of the required utility infrastructure including BC Hydro equipment. Above ground kiosks will not be permitted on-street. The applicant must contact utility providers to determine infrastructure requirements at DP stage as on-site areas will be required to ensure sufficient and appropriate on-site space is allocated.
- **REQUIRED:** No commercial loading areas identified. There will be no parking on the development frontage to facilitate loading zones (cycle track). Please indicate the location and functionality of the required loading zone on site.
- **REQUIRED:** Define limit of construction on northern boundary between project and JSB plaza.
- **REQUIRED:** Entrance to parkade appears to be non-functional. 90 degree corner with narrow approach and receiving lanes. Consider adding radius or cut corner to "service" room. Passenger vehicle should be able to negotiate turn lane to lane.
- **REQUIRED:** SRW's will be required over the majority of the proposed public space.

Conditions to be met prior to Public Hearing - Sewage Attenuation (Rezoning only)

A change in zoning may allow for changes in permitted use and density resulting in increased sewage flow rates. The City's sanitary sewer system may not, at present, be sufficient to accommodate the increased flow rates.

If the anticipated peak flow rate produced by the new development is greater than the estimated peak flow rate of sewage that would normally be generated by permitted development under the existing zoning regulation, then attenuation of flows will be required.

A report prepared by a qualified Engineer comparing pre and post development sewage flow rates shall be submitted to the Engineering Department. The report is to include measures that the developer intends to take to attenuate the sewage if required. Please contact Randy Chang at 250.361.0512 if you require further information.

If it is determined that sewage attenuation is required, the registration of a section 219 covenant will be necessary to secure the commitment to attenuate sewage. Registration of the covenant is required prior to Public Hearing.

Information for the applicant:

- A 2-way protected cycle track is planned for the west side of Wharf St, south of Johnson St. There is no concept developed at this time.
- At BP: Additional short term bicycle racks should be considered for the development. Bicycle racks located in the paved furniture strip on the Wharf and Johnson Street frontages may be appropriate. Please see the City of Victoria's Bicycle Parking Strategy for guidance on bicycle rack placement.
- At BP: Please replace the proposed curb returns at the driveway entrance with a standard driveway crossing.
- Comments regarding maintenance agreements of public space / DFW pending.
- Parking stalls 29 & 41 do not meet schedule C for isle width behind stall.
- The proposed development includes an underground parking structure. If the excavation requires anchor-pinning into the City right of way during the excavation process, City council approval to authorize an encroachment agreement is required. This would be legally secured with terms to the satisfaction of the Director of Engineering and Public Works and the City Solicitor.

Parks Division Comments:

Contact: Brooke Daitl, Telephone: (250) 361-0614

Conditions to be met prior to the Committee of the Whole:

- All off site works will be to the standards and specifications as set in the Victoria Subdivision and Development Servicing Bylaw 12-042 Schedule: City of Victoria Supplementary Specifications for Trees and Irrigation.
- Tree species to be approved by Parks Dept. and to conform to the Recommended Boulevard Street Tree species list.
- All off Site boulevard trees to be irrigated on a separate city irrigation system and water source. Water source location to be approved by Parks Dept. and Public Works.
- There are no existing trees that require retention in accordance with the Tree Preservation Bylaw 05-106, as they are within the building envelope, and may be removed. Existing trees in Reeson Park to be protected prior to construction commencing.
- David Foster Harbour Pathway - see engineering comments.

Permits and Inspections Division Comments:

Contact: Brian Macpherson, Telephone: (250) 361-0344 Ext. 2

Conditions to be met prior to the Committee of the Whole:

- Please ensure to submit separate Fire Department Access Plan

August 23/ 2016 Application Review Summary
Responses

Development Services Division Comments 2016

Development Services Division Comments 2016

Area Planner: Brian Sikstrom, Telephone: (250) 361-0285

The proposed density, height and massing are a concern in terms of the proposal's fit with the Downtown Core Area Plan policy related to locating lower buildings along the waterfront and ensuring a fit with the heritage context. The density may need to be reduced or redistributed. As the new building on the north side of the site is nine stories as viewed from the Harbour, further stepping back and or height reductions are recommended.

Refer to Feb. 2018 response.

The proposed density will require a bonus density contribution and commensurate amenities using land lift or other approaches to determine the amount of a contribution towards amenities.

Refer to Feb. 2018 response.

Staff note that views of the Northern Junk Buildings are blocked from Wharf Street and are dominated by the proposed buildings as viewed from the harbour. Consider enhancing and enlarging views of the heritage buildings from Wharf Street.

Removal of the south 5-storey wing of the building has significantly enlarged views of the Northern Junk Buildings as seen from both Harbour and City sides.

Please provide further view analyses from the new Johnson Street Bridge, Wharf Street, Store Street, Victoria West as well as West Song Way/Songhees waterfront looking north and south at pedestrian level.

Additional views provided.

Provide further detail on how the interior walkways / public space will be utilized. A Crime Prevention through Environmental Design analysis will also be required.

Revisions to the scheme include the provision of public program with glazing on all edges of the ground level of the building. Commercial or home occupation frontage now wraps all edges of the development that interface with the public realm. Elimination of alcoves and ambiguous spaces improves the safety and surveillance on the site.

Relocation of the main residential lobby towards Wharf Street provides a well-lit and well-used occupancy in the center of the public space. Storefronts and patio spaces at the main plaza level and lower David-Foster-Way level complete the public interface with all sides of the project.

Overlook of the public spaces from the private residential balconies and suites at the upper levels also adds a level of surveillance that improves the safety, while the mix of uses adds surveillance around the clock.

Staff are interested in the relationship of the height between the Janion Building and the proposal. The provision of a plan comparison (showing elevations) would be helpful.

Comparison Elevations included in drawing set.

The building design may benefit from some revisions to better distinguish it from the Janion Building.

Further design development of the building facades have distinguished the building from the Janion through material, colour and detail differences.

Development Services Division Comments 2016

While renderings at a bird's eye view are useful, key renderings must be provided from the pedestrian level.

Additional views at pedestrian level are included in application package.

Ensure that comparisons of public open space - existing and proposed - are truly public.

Public space diagram included. All areas outside of the building envelope are open to the sky and publicly accessible at all times.

Demonstrate how the site will be handicapped accessible, particularly to the waterfront pathway.

Provision of access for the waterfront pathway is provided in Reeson Park and the new Public Park to the North.

Please demonstrate how the commercial space will function along Johnson and Wharf Streets as well as within the interior pedestrian.

Active commercial or home occupation spaces are provided along all available edges of the project. The frontages along Wharf and Johnson can be flexibly demised, allowing dual frontage to the both interior plaza as well as the sidewalk sides at north and east. The re-establishment of the historic Wharf Street alignment allows direct pedestrian access from the south and Reeson park into the internal commercial mews between the Northern Junk and new commercial pavilion.

Residential units with frontages along the northwest edge of the waterfront walkway accommodate home occupation uses -using two-level units to allow private space on the upper floor to maintain separation from the more public functions at the walkway level.

The internal mews spaces and the widened deck West of the Northern Junk buildings can accommodate outdoor seating and public spaces with good solar exposure. Previously proposed additions to west faces of the heritage structures have been removed to better feature the restored facades and to create a larger contiguous outdoor seating area at the walkway level.

Please show the location of commercial loading areas and garbage/recycling pick-up.

Loading occurs at the Wharf Street level on the south edge of the property in a level area defined by landscape elements. Additional short-term small scale loading is provided at the bottom of the vehicle ramp to serve the future upgraded marina. Garbage and recycling storage and collection is handled in rooms inside the parking garage.

The design of the sidewalk and pathway connections through Reeson Park will need to be reviewed with Parks.

Coordination ongoing as plans for Reeson Park progress. Lower pathway has been coordinated to connect with proposed grades.

A building lighting plan should be provided as well as comprehensive signage plan.

Building lighting plan to be provided by Integral Group. Lighting to be coordinated among proposed parks to north, south and waterfront walk. A comprehensive signage and wayfinding plan to be developed following agreement on form of development.

A materials board should be provided.

Physical material board can be provided. Photographs of proposed materials are provided in design rationale section of this document.

Development Services Division Comments 2016

Conditions to be met prior to the Committee of the Whole:

- *Advisory Design Panel and Heritage Advisory Panel review will be required prior to the application proceeding to Council Committee of the Whole.*
- *NOTE: The Plan Check for the proposal identifies a couple pieces of missing information and a possible required correction. Please ensure that your resubmission addresses these items. If you need clarification on any of the items contained in the Plan Check, please contact the Zoning Administration staff as noted on the Plan Check.*
- *Updated letter to Mayor and Council providing information on the proposal and any revisions made based on staff, Heritage and Advisory Design Panel reviews.*

Engineering and Public Works Department Comments:

Contact: Kevin Smitten, Telephone: (250) 361-0299

Conditions to be met prior to the Committee of the Whole:

REQUIRED: Sidewalk widths on the public right of way are shown as approximately 1.5m (2.6m including furniture / tree strip). Jarret Matanowitsch's letter of June 15, 2010 indicated the City requires a four metre sidewalk. A dedication or SRW and additional building setback may be required to accommodate this width.

Building Face along Wharf has been set back to allow at least 4m to curb.

REQUIRED: The applicant must ensure proposed grades, walls and proposed plantings correspond with those of the Johnson Street Bridge project. The design of the Plaza north of this property has yet to be finalized.

Coordination will continue as North Plaza design is developed.

REQUIRED: Please identify the on-site location of the required utility infrastructure including BC Hydro equipment. Above ground kiosks will not be permitted on-street. The applicant must contact utility providers to determine infrastructure requirements at DP stage as on-site areas will be required to ensure sufficient and appropriate on-site space is allocated.

Integral Group has been retained as Electrical consultant for the project and has been in discussions with BC Hydro to relocate on-site infrastructure. Hydro has proposed a below grade vault outside of the currently defined property boundary; final location yet to be determined.

Engineering and Public Works Department Comments:

Conditions to be met prior to Public Hearing -
Sewage Attenuation (Rezoning only):

A change in zoning may allow for changes in permitted use and density resulting in increased sewage flow rates. The City’s sanitary sewer system may not, at present, be sufficient to accommodate the increased flow rates. If the anticipated peak flow rate produced by the new development is greater than the estimated peak flow rate of sewage that would normally be generated by permitted development under the existing zoning regulation, then attenuation of flows will be required.

A report prepared by a qualified Engineer comparing pre and post development sewage flow rates shall be submitted to the Engineering Department. The report is to include measures that the developer intends to take to attenuate the sewage if required. Please contact Randy Chang at 250.361.0512 if you require further information.

If it is determined that sewage attenuation is required, the registration of a section 219 covenant will be necessary to secure the commitment to attenuate sewage. Registration of the covenant is required prior to Public Hearing.

Refer to WSP report included in appendix.

Information for the applicant:

- *A 2-way protected cycle track is planned for the west side of Wharf St, south of Johnson St. There is no concept developed at this time.*
- *At BP: Additional short term bicycle racks should be considered for the development. Bicycle racks located in the paved furniture strip on the Wharf and Johnson Street frontages may be appropriate. Please see the City of Victoria’s Bicycle Parking Strategy for guidance on bicycle rack placement.*
- *At BP: Please replace the proposed curb returns at the driveway entrance with a standard driveway crossing.*

Parks Division Comments:

Contact: Brooke Daitl, Telephone: (250) 361-0614

- *Comments regarding maintenance agreements of public space / DFW pending.*
- *Parking stalls 29 & 41 do not meet schedule C for isle width behind stall.*
- *The proposed development includes an underground parking structure. If the excavation requires anchor-pinning into the City right of way during the excavation process, City council approval to authorize an encroachment agreement is required. This would be legally secured with terms to the satisfaction of the Director of Engineering and Public Works and the City Solicitor;*

Parks Division Comments:

Contact: Brooke Daitl, Telephone: (250) 361-0614

Conditions to be met prior to the Committee of the Whole:

The registration of a section 219 covenant will be required to secure the commitment to attenuate sewage. Registration of the covenant is required prior to Public Hearing;

All off site works will be to the standards and specifications as set in the Victoria Subdivision and Development Servicing Bylaw 12-042 Schedule: City of Victoria Supplementary Specifications for Trees and Irrigation.

Noted.

Parks Division Comments:

Contact: Brooke Daitl, Telephone: (250) 361-0614

Tree species to be approved by Parks Dept. and to conform to the Recommended Boulevard Street Tree species list.

Noted.

All off Site boulevard trees to be irrigated on a separate city irrigation system and water source. Water source location to be approved by Parks Dept. and Public Works.

Noted.

There are no existing trees that require retention in accordance with the Tree Preservation Bylaw 05-106, as they are within the building envelope, and may be removed. Existing trees in Reeson Park to be protected prior to construction commencing.

Noted.

David Foster Harbour Pathway - see engineering comments.

Permits and Inspections Division Comments:

Contact: Brian Macpherson, Telephone: (250) 361-0344 Ext. 2

Conditions to be met prior to the Committee of the Whole:

Please ensure to submit separate Fire Department Access Plan

Fire Department Access Plan included in drawing set.

Fire Truck Access Plan Requirements:

All sets of drawings will now be required to include a Fire Truck Access Plan. This will be in the form of a site plan and should be fully dimensioned showing building outlines, setbacks, driveways, parking and fire truck access all clearly noted. This drawing will also include location and identification of the following:

- scale of drawing will be 1/16 in = 1 foot or 1/32 in = 1 foot new and existing hydrant(s)*
- dimensioned distance between hydrant(s) and fire department connections*
- dimensioned distance from all buildings between the furthest primary access point to the nearest fire truck access*
- all entrances and exits from underground parking area*
- location(s) of fire alarm annunciator panel(s)*
- fire truck access route with weight considerations*
- adjacent City streets*
- which buildings are sprinklered and non-sprinklered*
- rollover curb required for all fire truck access routes*

Fire Department Comments:

Contact: Steven Meikle, Telephone: (250) 920-3363

You will be notified by staff if any other requirements of information needs arise.

