

August 7, 2018

To the City of Kelowna Heritage Committee,

Thank you for your time and consideration. This proposal outlines our request for removing 180 Hwy 33 E (the Sproul Farm House), from the City of Kelowna's Heritage Registry, to allow for new development on the site.

As outlined in the attached heritage assessment of the captioned property, as part of our due diligence we have gone through a thorough research of the Sproul Farm House to better understand its heritage value and significance. With this understanding in mind, our heritage consultant, Dr. Katie Cummer (a recognised member of the Canadian Association of Heritage Professionals), has assisted us in articulating our various options for this site going forward: 1) Preservation and restoration in-situ; 2) Incorporated design; and 3) Relocation.

1) Preservation and restoration in-situ

Understanding that the ideal option would be preservation in-situ with key character defining elements restored (such as re-opening the front porch), research was carried out as to the viability and feasibility of such an approach. Mr. John Douglas spoke with Ms. Lorri Dauncey of the Central Okanagan Heritage Society, who directed him to Mr. Alistair Smith. Mr. Smith is a shipwright with significant experience in the restoration, repair and maintenance of heritage buildings. He has completed a number of heritage revitalization projects in the Kelowna area. An assessment was conducted by Mr. Smith as to the current condition of the property and a quote given for the costs involved with its restoration and maintenance. As stated in the heritage assessment, the subject property has been altered over the years (in some cases, irreversibly) and has not been particularly well maintained. The result is a structure in a somewhat deteriorated state, requiring substantial renovation to properly restore and preserve it. In Mr. Smith's assessment, to bring the subject property up to current code using the materials and processes required for properties of this age, it would require upwards of \$180,000 to \$200,000, if not more. He stated projects on Bernard Street of similar size have had budgets of \$300,000 to \$400,000. Such an endeavour is financially challenging for us without significant Government subsidy or financial support.

2) Incorporated design

Another option would be to consider incorporating the structure in the design of the property's future development. For example, the building could be incorporated and enclosed by the new development, as seen in other projects throughout Canada (Figs. 1 to 3).



Fig. 1: City Square Shopping Centre, Vancouver, BC. Two 19th century stone buildings were incorporated and enclosed in the design of a new commercial, retail and office space. Completed in 1989 with a \$32,500,000 budget. (Source: Merrick Architecture)



Fig. 2: Brookfield Place, the Allen Lambert Galleria, ON. A pedestrian thoroughfare incorporating the façades of eleven 19th century commercial heritage buildings in its new design. Completed in 1992 for an undisclosed amount. (Source: John Dorosiewicz)



Fig. 3: Queen's University's School of Business, Kingston, ON. An incorporated 19th century red-brick elementary school in the new design of a School of Business for Queen's University. Completed in 2002 with a \$19,500,000 budget. (Source: Bondfield Construction)

Although there is some potential with regards to this option, on account of the deteriorated condition of the building, much of the cost outlined in option 1) would apply to this proposal as well. Particularly, considering that prior to enclosure, key elements would need to be restored. Therefore, this option is outside of the scope and ability for this project as well, as discussed previously.

3) Relocation

As a third option, although less desirable on account of the site's location being an important part of its significance, particularly occupying the site of the original Rutland Estate, the possibility of relocating the structure offsite has also been investigated. However, having consulted with Mr. Bob Gray at Gray's House Mover's, there are some concerns with regards to moving a two-storey structure. According to Mr. Gray, with properties greater than one storey, it is unlikely that the Ministry of Transport would give permission to move the house as is. The reason given was due to the fact that physically moving the house would require the removal/displacement of numerous power and Telus lines. One option that was offered was to cut the captioned property into two storeys and moving them separately. However, Dr. Cummer cautions this approach both on account of its damaging nature and concern over taking the structure offsite altogether. A related option also considered was moving the subject structure to a different location within the property boundaries. However, all relocation options are similarly challenging in that they require the high restoration costs outlined in option 1) and there are limitations in terms of the size of the lot. Part of the prospective new development for the site would be to provide lower income housing for the area. Incurring significant costs required for restoration and revitalization would risk the feasibility of this project.

In conclusion, the significant cost to repair and restore the subject property due to its deteriorated condition has made the revitalization of this property financially unrealistic. Due to the limited land size and the scope of work for the various options, none of them are feasible outcomes for the owner, whether it be preservation/restoration, incorporation, or relocation. It is with the above in mind, that we would appreciate your consideration in removing 180 Hwy 33 E from the Heritage Registry to move ahead with our proposed development. However, that being said, throughout this process we have learnt and gained a great deal of appreciation and respect for the history of Rutland, the Sproul brothers and their Farm House. On account of this, the owner would be open and happy to incorporate some of the elements that give this property its heritage value in the site's future development to help showcase and celebrate the history of 180 Hwy 33 E for all of the citizens of Kelowna to realize and enjoy.

Thank you for your time and consideration.