



## REFERRAL REPORT

Report Date: May 3, 2022  
Contact: Yardley McNeill  
Contact No.: 604.873.7582  
RTS No.: 14547  
VanRIMS No.: 08-2000-20  
Meeting Date: May 17, 2022

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 524-526 Granville Street

### **RECOMMENDATION TO REFER**

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

### **RECOMMENDATION FOR PUBLIC HEARING**

- A. THAT the application by Perkins + Will Canada Architects, on behalf of BP Real Estate Inc. (Inc. No. BC0971404), the registered owner of the lands located at 524-526 Granville Street [*Lots 35 and 36 Block 33 District Lot 514 Plan 210; PIDs 006-514-278 and 006-514-316 respectively*] to rezone the lands from DD (Downtown) District to CD-1 (Comprehensive Development) District, to increase the maximum floor space ratio (FSR) from 9.0 to 21.5 and the maximum building height from 18.3 m (60 ft.) to 97.4 m (320 ft.), to permit the development of a 24-storey strata-titled commercial office building, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Perkins + Will Canada Architects, received October 26, 2020, provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

- B. THAT subject to approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for the CD-1, generally as set out in Appendix C, be approved.
- C. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include the CD-1, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- D. THAT Recommendations A through C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City, and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
  - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

## **REPORT SUMMARY**

This report evaluates an application to rezone 524-526 Granville Street from DD (Downtown) District to CD-1 (Comprehensive Development) District. The proposal is for a 24-storey strata-titled commercial office building. The proposed height is 97.4 m (320 ft.) with a floor area of 11,946 sq. m (128,586 sq. ft.) and a floor space ratio (FSR) of 21.5.

Staff have assessed the application and conclude that it meets the intent of the *Rezoning Policy for the CBD and CBD Shoulder* and *Metro Core Jobs and Economy Land Use Plan*. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it in principle, subject to the Public Hearing, and conditions contained in Appendix B.

## **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

- *Rezoning Policy for the CBD and CBD Shoulder (2009)*
- *Metro Core Jobs and Economy Land Use Plan (2007)*
- *Employment Land and Economy Review: Phase 2 (2020)*
- *Downtown Official Development Plan (1975)*
- *Downtown (except Downtown South) Design Guidelines (1975, amended 1993)*

- *DD District Schedule*
- *View Protection Guidelines (1989, amended 2011)*
- *Green Buildings Policy for Rezoning (2010, amended 2018)*
- *Community Amenity Contributions Policy for Rezoning (1999, amended 2022)*
- *Vancouver Development Cost Levy By-law No. 9755 ("DCL By-law")*
- *Vancouver Utilities Development Cost Levy By-law No. 12183 (Utilities DCL By-law)*
- *Latecomer Policy (2021)*
- *Public Art Policy and Procedures for Rezoned Developments (2014)*
- *Heritage Policies (2020)*
- *Vancouver Heritage Program (2020)*

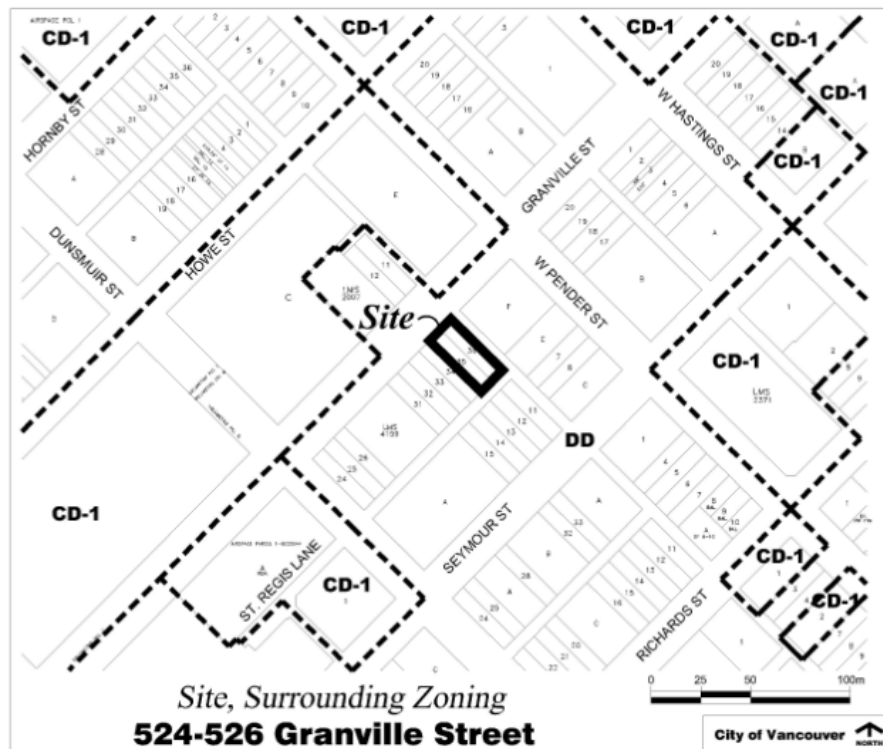
## REPORT

### Background/Context

#### 1. Site and Context

The subject site is zoned DD (Downtown) District and located just south of the intersection of West Pender and Granville Streets. On the site is located a three-storey, Vancouver Heritage Register class 'B' building known as the "Leckie Block". The existing building contains retail and office uses. The site frontage is 15.2 m (50 ft.) on Granville Street with a depth of 36.5 m (120 ft.) and bounded by lanes to the north and east. The site is flat with an area of 557 sq. m (5,996 sq. ft.).

**Figure 1: Site and surrounding context**



The site is located in the Central Business District (CBD) and surrounding sites contain mainly office and commercial buildings. Nearby developments range in height from two to 25 storeys and there are nearby sites listed on the Vancouver Heritage Register.

**Neighbourhood Amenities** – The following neighbourhood amenities exist in the area:

- Parks: Cathedral Square Park (350 m) and Victory Square Park (550 m).
- Cultural/Community Space: Simon Fraser University – Harbour Centre (300 m), Simon Fraser University Gallery and Centre for the Arts (800 m) and Vancouver Public Library – Central Branch (800 m).
- Child Care: Waterview YMCA Child Care Centre (650 m), Happykidz Child Care Centre (700 m) and Shaw Tower Children's Centre (750 m).

The site is located approximately 120 m from Waterfront Station and 170 m from Granville Street Skytrain Station. Granville Street is a bus-only street. Nearby Dunsmuir and Hornby Streets are bicycle routes.

## 2. Policy Context

**Rezoning Policy for the CBD and CBD Shoulder (“CBD Rezoning Policy”)** – Based on directions set out in the *Metro Core Jobs and Economy Land Use Plan*, the *CBD Rezoning Policy* was approved to consider additional height and density for non-residential uses in the downtown area. The policy permits intensification of land uses to meet the demand for job space and improve the economic climate, while restricting new residential uses.

**Metro Core Jobs and Economy Land Use Plan (“Metro Core Plan”)** – The *Metro Core Plan* identified a shortfall of job space and put forth zoning amendments and policy changes to meet 30-year economic growth needs. The subject site is located in the CBD of the *Metro Core Plan* which sets out policy directions to increase opportunities for new hotels, office, restaurants, retail, cultural venues and other business support services.

**Employment Lands and Economy Review (“ELER”)** – The *ELER* is a research and stakeholder engagement initiative to inform the economic foundations of the City's Vancouver Plan process. The review includes analysis of Vancouver's economy, changes over time, and future projections of the city's capacity to accommodate job space. Council adopted Phase 2 of the *ELER* in October 2020 with emerging directions to increase the capacity for mixed-use and employment areas to meet the City's long-term economic goals.

**Vancouver Heritage Program (“VHP”)** – Adopted in 2020, the *VHP* sets out guiding principles, vision, goals and directions to further integrate heritage conservation within citywide planning, including retention and heritage conservation of heritage resources on rezoning sites. The *VHP* also seeks to better embrace cultural heritage by recognizing tangible and intangible cultural assets of the city's diverse communities and history.

## Strategic Analysis

### 1. Proposal

The application proposes a 24-storey strata-titled commercial office building. The proposed floor area is 11,946 sq. m (128,586 sq. ft.), building height of 97.4 m (320 ft.), and FSR of 21.5. The proposal includes retention of the principal and north facades of the Vancouver Heritage Register class ‘B’ building known as the “Leckie Block” (Figure 2).

### 2. Land Use

The proposed commercial uses, including office and service uses, are anticipated in the *CBD Rezoning Policy*.

### 3. Office Development

The *Metro Core Plan* and *ELER* have identified need to accommodate space for up to 66,000 additional office based jobs by 2051. For this area of the CBD, directions within the *Metro Core Plan* were to strengthen the primarily commercial character of the CBD by increasing permitted commercial density.

The total new job space under the “Approved Development Permit or Rezoning Applications” for all of the Metro Core is 977,445 sq. m (10,521,128 sq. ft.) (Figure 3). This is a substantial increase from the five-year period prior to the policy changes when very little office space, particularly for stand-alone office buildings that the business community favour, was built due to high land costs and residential speculation. If the application is approved, 11,946 sq. m (123,203 sq. ft.) would be added to this total, bringing the city closer to closing the gap for needed office space.

**Figure 2 – Proposed Building from Granville Street**



**Figure 3 – New Office Floor Space (Major Developments) in Vancouver since January 2016<sup>1</sup>**

Completed, Under Construction, Approved Development Permit or Rezoning Application	Floor Space (sq. ft.)	Jobs (est.)	# of sites
Metro Core (inside Downtown)	6,569,752	27,370	34
Metro Core (outside Downtown)	3,951,376	16,460	33
Rest of the City	1,323,441	5,510	11
<b>Total</b>	<b>11,814,765</b>	<b>49,230</b>	<b>78</b>

Source: City of Vancouver development tracking, Coastar and BC Assessment Data 2020, Extracted December 2021

<sup>1</sup> Major office developments are those that add at least 20,000 sq. ft. of office space

### 3. Form of Development, Height and Density (refer to application drawings in Appendix F and project statistics in Appendix I)

The *Rezoning Policy for the CBD* allows for consideration of additional height and density for non-residential uses in the downtown.

**Form of Development** – The building form is comprised of the restored three-storey stone “Leckie Block” which forms the podium for a 21-storey glass tower. The tower is presented as a generally unarticulated rectangular extrusion that tapers at the base to meet the heritage building. The tower is defined by a structural steel framework, referred to as a diagrid, which is intended to be illuminated, providing for visual interest at night (refer to Figure 4).

**Figure 4 – Ground View from Granville Street & Aerial View Facing South**



As the tower is proposed to be flush with the shared south property line, a portion of this side of the tower is expressed as a solid wall. With consideration given to its prominent location, staff have provided for further refinement of this and other design elements in conditions outlined in Appendix B.

**Floor Plates** – The typical floor plate size for the proposed tower is 495 sq. m. (5,328 sq. ft.), exclusive of levels four to six, which are slightly smaller to accommodate architectural articulation between the heritage building and the tower. A small outdoor amenity area is included on level four.

Generally, contemporary office design standards and the real estate market anticipate a minimum floor plate of 929 sq. m (10,000 sq. ft.). The small footprint proposed here is a result of the narrow development site, and the applicants have indicated that market analysis reveals strong demand for smaller floor plates.

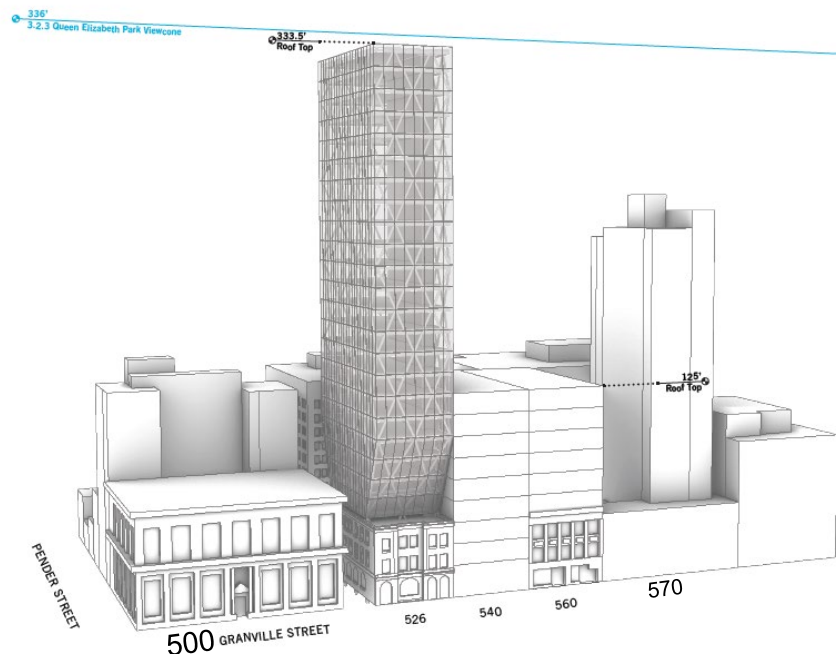


**Impact to Adjacent Properties** – The applicant completed an urban development analysis to examine the impacts of the proposal on the same block face of Granville Street. The analysis reviewed the development potential of 500, 540 and 560 Granville Street under existing zoning and possible rezoning scenarios.

Staff have identified that the proposed building limits the development potential of 540 Granville Street, which is not included on the Vancouver Heritage Register, due to tower separation from the subject site. Similarly, 560 Granville Street is limited by the existing tower at 570 Granville Street due to tower separation of less than 40 ft. In both cases, developments up to a density of 9.0 FSR and a height of approximately 9-storeys are supportable under current zoning (see Figure 5).

Staff note that the historic Bank of Montreal building at 500 Granville Street (formerly 640 West Pender Street), now the Simon Fraser University Segal Graduate School of Business is a heritage 'A' designated resource. In 2002 Council approved the designation of the site and a Heritage Revitalization Agreement (HRA) to assist with the building preservation and long-term maintenance. The HRA permitted 12 541 sq. m (135,000 sq. ft.) of density to be transferred off site through the City's Transfer of Density program at the time, along with DCL relief for a small amount of new floor area added to the site. As such, 500 Granville has no additional development potential beyond the present form.

**Figure 5 – East side of 500 Block of Granville Street assuming neighbouring developments under existing zoning**



**Public Realm** – The continuity of retail and service uses along Granville Street is critical to its success as a major pedestrian thoroughfare, particularly where historic development patterns have left minimal room for public realm enhancements and landscaping. In this case, the applicant is proposing a small retail space fronting Granville Street with glazing oriented to the north lane. The office entry is proposed from Granville Street. Staff note that the proposed tower does not result in measurable shadow impacts to the public realm.

**Height** – The existing DD zoning permits a maximum building height of 91.4 m (300 ft.), which may be increased to 137.2 m (450 ft.) subject to view corridors and Development Permit Board approval. The proposed height of 97.4 m (320 ft.) aligns with the maximum set out in the *CBD Rezoning Policy*.

Four Council-approved protected public view corridors cross this site: 12.2 (Granville Bridge), 9.1 and 9.2.2 (Cambie Bridge) and 3.2.3 (Queen Elizabeth Park). The proposed building does not penetrate any of the protected view corridors.

**Density** – In Area B of the *Downtown Official Development Plan* (DODP), the maximum density permitted on this site is 9.0 FSR. The *CBD Rezoning Policy* allows consideration of increased density for employment generating, non-residential buildings. The application proposes a density of 21.5 FSR, equivalent to an overall floor area of 11,946 sq. m (128,586 sq. ft.).

**Urban Design Panel** – The Urban Design Panel (UDP) reviewed this application on March 3, 2021. UDP supported the proposal with recommendations for design development including the animation of the south elevation (core wall), improvements to outdoor amenity spaces, strong transition between the heritage building and tower portion and to pursue opportunities for lane activation. Refer to UDP meeting minutes for full details (Appendix D).

#### 4. Heritage

The application proposes the retention and conservation of the front and north lane façades of the existing Class ‘B’ listed Vancouver Heritage Register building, known as the “Leckie Block”, and would functionally integrate the heritage building with the new 21-storey office tower addition.

Construction of the three-storey building was completed in 1899. It was a significant Victorian-era development and is a good example of the Romanesque style of architecture, designed by architect George William Grant (Figure 6). The namesake of the building is in association with the venerable John Leckie & Co., an outfitter shop that sold fishing supplies and marine hardware across the province. The “Leckie Block”, which was also home to a branch of the Imperial Bank of Canada, represents the important contributions of the Leckie Company to Vancouver’s commercial history.

**Figure 6 – Original “Leckie Block Front and North Facades**



Over time, character-defining elements of the “Leckie Block” have been gradually removed from the ground-level façade fronting Granville Street. This application proposes to preserve and restore the ground floor facades to their original expression, with rusticated stone reinstated, arched windows and entry alcoves providing for improved visual interest when viewed from the street.



**Statement of Significance (SOS) and Conservation Plan** – A SOS and Conservation Plan (see Appendix G) were submitted with the rezoning application and were reviewed by staff and the Vancouver Heritage Commission (VHC). The VHC did not support the proposal and requested the retention of the entire heritage building, rather than just its façades. The VHC also requested alterations to the design of the tower portion to reduce bulk and set it back from the Granville Street and the lanes in order to reduce the shadow impact on the adjacent designated heritage building at 500 Granville Street. The Commission also requested further design development of the tower itself in order to reduce the visual dominance of its diagonal bracing structural components.

The façade conservation and rehabilitation requires the following:

- Preservation and rehabilitation in the original location of the retained masonry walls, providing adequate protection and stabilization during the demolition and construction phases;
- Preservation, restoration and rehabilitation of the primary public frontages along the northeast laneway and Granville Street;
- Design of the new addition to be “physically and visually compatible with, subordinate to, and distinguishable from the historic place” as outlined in Standard 11; and
- Restoration of the commercial storefront to its original condition.

The applicant has obtained an engineering assessment, reporting the physical condition of the heritage building, to inform the level of retention and heritage conservation proposed. As per the report, in order to accommodate project programmatic needs, the applicant has proposed to remove the primary structure of the heritage building, limiting the retention to two façades.

Staff acknowledge the concerns of the Commission but note that preservation of the building intact is not financially viable nor physically possible in conjunction with the addition of a tower on the site. Further, restricting development on a heritage site in the CBD would limit the City's ability to deliver much needed job space noted in the recent *Employment Lands and Economy Review*. Staff have determined a reasonable balance, in this instance, has been achieved. The proposal will preserve the heritage aspects of the streetscape while addressing the job space objectives of the CBD.

If approved, the retained and conserved heritage building facades would be subject to a Restoration Covenant. The covenant provides ongoing protection from future unsympathetic alterations to the retained heritage structure. See conditions in Appendix B.

## **5. Existing Tenants**

As there are no residential tenants on the site, no Tenant Relocation and Protection Plan is required.

## **6. Transportation and Parking**

The Parking By-law does not require a minimum number of parking spaces, except for accessible spaces, for developments in the downtown. The applicant has minimized their parking in accordance with the By-law given the site's highly walkable location and proximity to transit. A Transportation Demand Management Plan would be required as part of the Development Permit stage. Additionally a condition of enactment requires a surface Statutory Right of Way over a 10 ft. x 10 ft. corner cut truncation in the northeast corner of the site for public access, with or without vehicles as if dedicated lane. This truncation does not affect the retention or preservation of the heritage facades.

The Parking By-law requires a minimum of one Class A and two Class B loading spaces. The application proposes a relaxation to two Class A loading spaces. Staff support this relaxation. The proposal includes 95 Class A bicycle spaces. Other than the loading space relaxation, the applicant will be required to meet the parking by-law. Conditions are contained in Appendix B.

## **7. Environmental Sustainability and Natural Assets**

**Green Buildings** – The *Green Buildings Policy for Rezoning*s requires that applications satisfy either the near zero emission buildings or low emissions green building requirements. This application is pursuing the low emissions requirements, which establishes energy and carbon limits to create efficient and comfortable homes and workplaces. The applicant has submitted a design strategy outlining how the project will meet targets. Conditions are included in Appendix B.

**Natural Assets** – The *Urban Forest Strategy* was developed to find ways to help preserve, protect and strengthen Vancouver's urban forest and tree canopy for the future. The Protection of Trees By-law aims to maintain a healthy urban forest by requiring permission be sought to remove trees which meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

There are no existing trees on the site and one tree on City lands adjoining the site, which is proposed to be retained.

### **PUBLIC INPUT** (refer to Appendix E)

**Pre-Application Community Consultation** – Prior to submitting the application the applicant team held a pre-application virtual open house online from September 25 to October 4, 2020, with two live "Question and Answer" sessions. Approximately 20 comments or questions were received during the open house. General feedback themes included support for the new office space, retention of the heritage structure and the unique architectural approach.

**Public Notification** – A rezoning information sign was installed on the site on November 18, 2020. Approximately 4,940 notification postcards were distributed within the neighbouring area on or about January 8, 2021. Notification and application information, as well as an online comment form, were provided on the City's new digital engagement platform *Shape Your City Vancouver* ([shapeyourcity.ca/](https://shapeyourcity.ca/)).

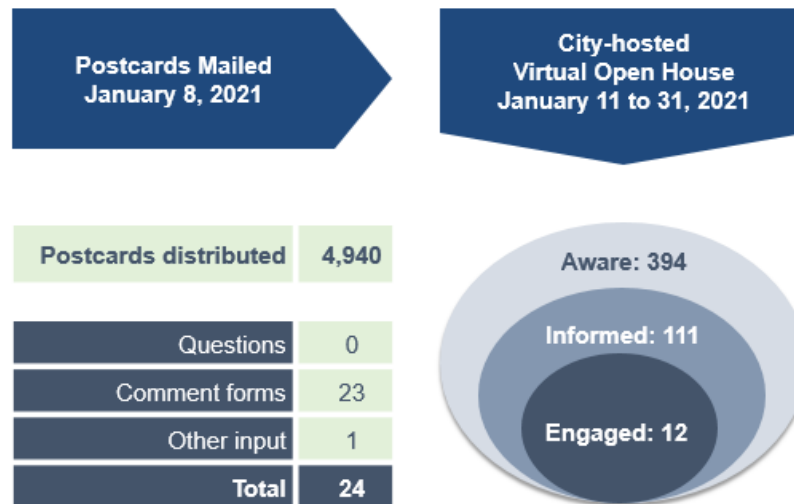
**Virtual Open House** – In-person open houses were put on hold based on the provincial health authority's restrictions for public gatherings due to the COVID-19 pandemic. In lieu of an in-person event, a virtual open house was held from January 11, 2021 to January 31, 2021 on the Shape Your City platform. The virtual open house consisted of an open-question online event where questions were submitted and posted with a response over a period of three weeks. Digital presentations from the City and the applicant were posted for online viewing, along with a digital model representation of the proposed application.

A virtual engagement strategy was put in place to ensure the City's process for public discussion and obtaining feedback was maintained. This virtual approach allowed people to access materials online and engage at different levels at a time and location of their choosing.

An extended virtual open house period allowed people to ask questions regarding the proposal, which staff actively monitored and responded to publicly.

**Public Response and Comments** – Public input was received throughout the application process through online questions and comment forms, and by email and phone. A total of 24 submissions was received. A summary of all public responses may be found in Appendix E.

**Figure 7 – Overview of Notification and Engagement**



Below is a summary of feedback received from the public by topic and ordered by frequency.

Generally, comments of support fell within the following areas:

- **Neighbourhood character and context:** The proposal enhances the Granville Street fabric and surrounding buildings.
- **Building height, density, and massing:** Overall support for the density, height, and massing. However, further height increase would be suitable to set precedence for larger developments in the city.
- **Parking space:** Appreciate that there would be no on-site vehicle parking spaces since the location is transit friendly. No parking on site also supports the City's climate goals and promotes active transportation.
- **Heritage building preservation:** Appreciate that the heritage building is retained with the modern development.
- **Office space:** The project is in a good location for more office space, due to the close proximity to public transit and retail and services. More office space provision would also help jump start the local economy.
- **Building design:** The proposed building design and setback are well integrated with the existing heritage building. The diagrid structure design is also visually pleasing.
- **Overall support:** Overall support for the development in the downtown core.

Generally, comments of concern fell within the following areas:

- **Amenity space:** The amenity space within the proposed building is too small.

## **PUBLIC BENEFITS**

**Heritage** – The owner is proposing the renovation and restoration of the front and north facades of the existing heritage building. If the rezoning is approved, the owner will enter into a Heritage Restoration Covenant, as detailed in Appendix B, to secure the conservation and rehabilitation of the heritage building. The proposed heritage conservation is valued by the applicant at approximately \$2,213,000.

**Community Amenity Contribution** – Within the context of the City's Financing Growth Policy, an offer of a Community Amenity Contribution (CAC) to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

The application is subject to the *Community Amenity Contributions Policy for Rezoning*s with CACs based on negotiations as the applicant has proposed a strata-titled office development. The applicant has offered a cash CAC of \$2,867,000. Staff recommend that the offering be accepted and that the amount be allocated towards affordable housing and/or childcare in the Metro Core.

If enactment of the rezoning by-law has not occurred prior to the date that is 24 months following the date of Council's approval in principle of this rezoning application, then the approval in principle may at such time be terminated, revoked, rescinded or reconsidered by Council. The rezoning application or a revised rezoning application may be required to return to public hearing and shall in any event be brought to Council for consideration and Council's approval, including an appropriate CAC offering at such time.

**Development Cost Levies (DCLs)** – DCLs collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and engineering infrastructure.

This site is subject to the City-wide DCL and the Utilities DCL. DCLs are payable at building permit issuance based on rates in effect at the time and the floor area proposed at the building permit stage. Based on rates in effect as of September 30, 2021 and the proposed 128,586 sq. ft. of commercial floor area, \$2,663,958 of DCLs would be expected from this development.

DCL bylaws and rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's [DCL Bulletin](#) for details on DCL rate protection.

**Public Art Program** – The application is subject to the *Public Art Policy and Procedures for Rezoned Developments* as the proposed floor area meets the minimum 9,290 sq. m (100,000 sq. ft.). Applicants may elect to provide on-site artwork or cash-in-lieu (at 80% of the public art budget), which must be discussed with Public Art staff before by-law enactment.

The public art budget will be calculated on the floor area proposed at the development permit stage. Based on the 2016 rate, the public art budget is estimated to be \$254,599. As a condition of by-law enactment, a legal agreement is required to be registered on title to specify and define all obligations with respect to the elected option.

**Other Benefits** – The proposal includes the retention and restoration of the principal and north facades of the Class B heritage building known as the “Leckie Block”. The facades will be secured in perpetuity through a Heritage Restoration Covenant registered on title.

A summary of the public benefits for this application is provided in Appendix H.

### **FINANCIAL IMPLICATIONS**

Based on the DCL by-laws and rates in effect as of September 30, 2021, approximately \$2,663,958 in DCLs would be expected from this development.

If the rezoning application is approved, the applicant will be required to provide new public art on site at an estimated value of \$254,599, or make a cash contribution for off-site public art for 80% of that amount.

As noted in the section on Public Benefits, the applicant has offered to undertake certain heritage conservation works valued by the applicant at approximately \$2,213,000.

The applicant has offered a cash CAC of \$2,867,000 to be allocated towards affordable housing and/or childcare in the Metro Core.

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget processes.

### **CONCLUSION**

Staff have reviewed the application to rezone 524-526 Granville Street for a 24-storey commercial office building and conclude that the height, density, and land uses are consistent with the *CBD Rezoning Policy* and *Metro Core Jobs and Economy Land Use Plan*. If approved, the project will contribute to increasing job space and to advancing the City's economic development objectives.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix F.

\* \* \* \* \*

**524-526 Granville Street**  
**PROPOSED CD-1 BY-LAW PROVISIONS**

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**Zoning District Plan Amendment**

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

*[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]*

**Designation of CD-1 District**

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 ( ).

**Uses**

3. Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
  - (a) Cultural and Recreational Uses;
  - (b) Institutional Uses;
  - (c) Office Uses;
  - (d) Retail Uses;
  - (e) Service Uses; and
  - (f) Accessory Uses customarily ancillary to the uses permitted in this section.

**Conditions of Use**

- 4.1 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building except for:
  - (a) Farmers' Market;



- (b) Neighbourhood Public House;
- (c) Public Bike Share;
- (d) Restaurant; and
- (e) Display of flowers, plants, fruits and vegetables in conjunction with a permitted use.

4.2 The Director of Planning may vary the use conditions of section 4.1 to permit the outdoor display of retail goods, and may include such other conditions as the Director of Planning deems necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this By-law.

### **Floor Area and Density**

- 5.1 Computation of floor area must assume that the site area is 557 m<sup>2</sup>, being the site area at the time of the application for the rezoning evidenced by this By-law, prior to any dedications.
- 5.2 The floor space ratio for all uses combined must not exceed 21.5.
- 5.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.
- 5.4 Computation of floor area must exclude:
  - (a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 8% of the floor area being provided; and
    - (ii) the balconies must not be enclosed for the life of the building;
  - (b) patios and roof decks, if the Director of Planning first approves the design of sunroofs and walls; and
  - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used that are at or below base surface, except that the exclusion for a parking space must not exceed 7.3 m in length.
- 5.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board amenity areas, except that the total exclusion must not exceed, in aggregate, 929 m<sup>2</sup> or 10% of the permitted floor area, whichever is less.

**Building Height**

- 6.1 Building height, measured from base surface to the top of the parapet, must not exceed 97.4 m.
- 6.2 Despite section 6.1 of this By-law and section 10.18 of the Zoning and Development By-law, the Director of Planning may permit mechanical screening, mechanical equipment, architectural features and items similar to any of the foregoing, to exceed the maximum building height, up to a maximum of 102.1 m.

\* \* \* \* \*

**524-526 Granville Street**  
**CONDITIONS OF APPROVAL**

*Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.*

**PART 1: CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

*Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared Perkins + Will Canada Architects, received October 26, 2020 and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.*

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

**Urban Design**

- 1.1 Design development to improve the interface condition with the heritage building on site, ensuring a more harmonious spatial volume is achieved by sensitive proportioning and dimensioning of the building elements.

Note to applicant: Please refer to the comments in the minutes of the March 3, 2021 Urban Design Panel for further detail. Consider in particular the transition of form and outdoor spatial relationship at level four.

- 1.2 Design development to improve the rendition and articulation of the south elevation's design expression to achieve additional animation, activation and optimization of performance in its facade.
- 1.3 Design development to maximize outdoor amenity access in the proposal and improve the usability of rooftops for outdoor enjoyment, urban agriculture, and extensive green roofs.

Note to applicant: See the March 3, 2021 Urban Design Panel minutes for commentary on the roof deck accessibility and quantity of the amenity space. The applicant may explore additional innovative mechanisms to satisfy the need for increased outdoor amenity.

- 1.4 Design development to improve the relationship between the position of structural elements of the steel diagrid and the window openings of the class 'B' "Leckie Block" heritage building ensuring a coordinated sensitive placement.
- 1.5 Design development to refine the overall architectural expression, visual detail and rendition of elements improving the building's key points of transition to ensure a

comprehensive design is produced at the later permit stages consistent with the high quality intent of the current proposal.

- 1.6 Design development to consider further the proximal relationship with the immediate built environment in the refinement of the design at later permitting stages.
- 1.7 Design development at the later stages of the permitting process to provide solutions for the exposed building face/glazing on the southern elevation and demonstrate consideration for appropriate neighbourliness with adjoining properties.

Note to applicant: This condition refers to previous due diligence code compliance strategies from the applicant at the rezoning stage. This correspondence detailed the intent to provide water curtains or the equivalent to address any exposed building faces. This condition also refers to related correspondence where the applicant provided a strategy for glazing facing on to the southern adjoining property under various future development scenarios. Staff are supportive of the proposed materiality strategy subject to approval of an alternative solution under the Building By-law, and these strategies should be included in the design rationale of any future development permit application.

- 1.8 Design development to explore the potential of additional restoration opportunities relating to the class 'B' "Leckie Block" heritage building at later permitting stages.
- 1.9 Design development to explore opportunities for additional public realm animation and activation along the side lane.
- 1.10 Design development to refine the public realm interface detail to provide an enhanced pedestrian experience and celebration of the important civic quality of a major retail street.

Note to applicant: Staff recognize the limitations of the heritage building on site but encourage novel non-intrusive solutions, leveraging the restoration, use of lighting, planar materiality/ texture and detail orientated sensitive treatment, etc.

- 1.11 Design development to enhance the ground-floor office lobby's functionality and explore innovative design mechanisms to make it feel more spacious, accessible, and welcoming.

Note to applicant: Staff recognise the spatial constraints imposed by the heritage building at grade. This may be addressed by innovative applicant-led solutions working within the spatial constraints using materiality, functional vertical solutions, connectivity and perceived blending with the public realm.

- 1.12 Maintain the use of high quality materials implied as necessary to achieve the level of quality detailing necessary to accomplish and construct the proposed conceptual design at later stage of the permitting process.
- 1.13 Design development at the later stages of the permitting process to provide solutions for the exposed building faces/ glazing on the southern elevation and demonstrate consideration for appropriate neighborliness with the adjoining properties.

Note to Applicant: This condition refers to previous due diligence code compliance strategies from the applicant at the rezoning stage. This correspondence detailed their intent to provide water curtains or the equivalent to address any exposed building faces. This condition also refers to related correspondence where the applicant provided a strategy for glazing facing onto the southern adjoining property under various future development scenarios. These strategies should be included in the design rationale of any future development permit application.

- 1.14 Design development to provide universally accessible connections for pedestrians, the less able and people using wheelchairs, and in particular to improve public accessibility on Granville Street.
- 1.15 Design development to confirm integration of all rooftop mechanical equipment, including elevator override service volumes, photovoltaic panels, window-washing infrastructure, cell tower, antennae elements or any other service equipment within the proposed mechanical enclosure and to ensure service equipment does not protrude into the public view cone beyond the allowable height.

Note to applicant: The roof should remain uncluttered, as proposed, with all equipment being housed in the appurtenances. Where possible, enclosures should be of non-opaque materials and contribute to the overall architecture of the building.

### **Crime Prevention through Environmental Design (CPTED)**

- 1.16 Design development to respond to CPTED principles, having particular regards for:
  - a) Defensibility and reducing opportunities for loitering;
  - b) Provision Crime Prevention through Environmental Design (CPTED)
  - c) Performance requirements in the provided lighting strategy;
  - d) Break and enter;
  - e) Mail theft; and,
  - f) Mitigate alcoves and vandalism opportunities, such as graffiti.

Note to applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

### **Landscape Design**

- 1.17 Design development to expand the fourth floor outdoor amenity terrace, enhancement by incorporation of additional planting, and provision of suitable tree cultivars.

Note to applicant: Consider incorporating larger-growing plant material for a lush character and a more sheltered space.

- 1.18 Design development to provide an outdoor amenity area on the rooftop level with programming to include space for social interaction, suitable furnishings, intensive green roof with incorporation of trees and additional extensive green roof on available roof area.
- 1.19 Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to applicant: The plans should be at 1/8": 1 ft. scale minimum. The Plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and the street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

- 1.20 Provision of detailed architectural and landscape cross-sections (minimum 1/4" inch scale) through common open spaces.

Note to applicant: The sections should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.

- 1.21 Provision of a *Tree Management Plan* coordinated with Engineering Services and Park Board requirements in relation to tree protection.

Note to applicant: It is recommended that the tree management plan become the primary document for tree protection related matters.

- 1.22 Provision of high efficiency irrigation for all planted areas and hose bibs for all common areas greater than 100 sq. ft.

Note to applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed.

- 1.23 Provision of enlarged detailed elevations for all vertical landscape structures and features (i.e. green walls, trellis).

- 1.24 Provision of an outdoor Lighting Plan.

- 1.25 Identification on the architectural and landscape drawings any built features intended to create a bird friendly design.

Note to applicant: Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at <http://former.vancouver.ca/>.

## **Sustainability**

- 1.26 Buildings in the development must meet the requirements of the *Green Building Policy for Rezonings* (amended to May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>.



For the heritage portion of the project ("Leckie Block"), achievement of these requirements does not apply, however reasonable design efforts shall be made to improve green performance towards that goal where appropriate, while respecting heritage aspirations and promoting heritage retention.

Note to applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of the permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin *Green Buildings Policy for Rezoning – Process and Requirements* (amended April 28, 2017 or later).

## **Engineering**

- 1.27 Water Sustainability Act: Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the Applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>

- 1.28 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- 1.29 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- 1.30 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.
- 1.31 Applicant is advised to contact Translink with regard to Limits of Approach and construction activities adjacent Translink infrastructure at [AIDreview@translink.ca](mailto:AIDreview@translink.ca)

Note to Applicant: TransLink strongly recommends initiating an AID Project Consent Process prior to rezoning or development approval.

1.32 Provision of an updated Loading Management Plan (LMP), including:

- Management of the facility, including on-site loading manager;
- Specify routing of the trucks from the arterial streets to and from the loading space; and
- Clarify the largest truck that the loading space(s) are designed to accommodate and provide all vehicle dimensions.

Note to applicant: These items were missing from the submitted LMP.

1.33 Subject to acceptance of an approved Loading Management Plan (LMP), entry into legal agreements to the satisfaction of the General Manager of Engineering Services with director of Legal Services, prior to development permit issuance, requiring the Owner's compliance with the LMP.

1.34 Provision of a finalized Transportation Demand Management (TDM) Plan, and updated TDM Worksheets, to the satisfaction of the General Manager of Engineering Services. With complete information on TDM measures proposed and including the following clarifications:

Note to applicant: A TDM Plan with a minimum of 24 points is required for the office use. The proposed plan achieves 22 points. An additional 2 points are required. Consider additional TDM measures ACT-03: Enhanced Class B Bike Parking and ACT-04: Secure Public Bicycle Parking to achieve this. Refer to [Schedule B](#) of the TDM policy for detailed development review requirements of each measure.

(a) ACT-01 – Additional Class A bicycle parking

- (i) Identify the number and location of the additional Class A bicycle parking spaces on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

Note to applicant: A total of 8 points appear achievable for this measure. The site currently does not appear to be providing an additional 40% Class A bicycle spaces.

(b) ACT-02 – Improved Access to Class A bicycle Parking

- (i) Provision of concept design for excellent design of lighting, finishes, grades, convenience.

Note to applicant: A total of 2 points appear achievable for this measure. Points will not awarded for provision of the Parking Bylaw required bicycle elevator.

(c) ACT-05 – Bicycle Maintenance Facilities

- (i) Note and dimension location of facilities on plans.
- (ii) Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
- (iii) Provision of an operational plan detailing:
  - 1. A description of the amenities to be provided,
  - 2. A means of providing access to all residents, commercial tenants, and the public (if applicable), and
  - 3. Plan for maintaining these amenities.
- (iv) If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.

Note to applicant: A total of 2 points appear achievable for this measure.

(d) ACT-06 – Improved End-of-Trip Amenities

- (i) Provision of concept design for improved end-of-trip amenities.

Note to applicant: A total of 2 points appear achievable for this measure.

(e) ACT-08 – Shared Bicycle Fleet

- (i) Provide additional details of the cycles and equipment to be provided.
- (ii) Identify the location of the Class A Bicycle Parking designated for the fleet of cycles on plans.
- (iii) Provision of an operational plan including:
  - 1. Ownership of equipment
  - 2. Equipment Maintenance for: storage, locking, charging (if applicable), user limitations (ride time, number of bicycles, etc.), administration, terms and conditions of use, and capital replacement of cycles and parts
  - 3. Plan for providing ongoing monitoring and reporting standards set out below
  - 4. If available, any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will deliver this service.

Note to applicant: A total of 4 points appear achievable for this measure.

(f) SUP-01 – Transportation Marketing Services

- (i) Provision of a description of the services to be provided.

- (ii) If available, provision of any additional information regarding this measure (e.g., online signup portals or additional marketing materials) that demonstrates how the property owner will offer this service.

Note to applicant: A total of 2 points appear achievable for this measure.

- (g) PKG-02 – Parking Supply

Note to applicant: A total of 2 points are achieved for this measure.

- 1.35 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, prior to development permit issuance, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:

- (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$2 per sq. m of gross floor area for Downtown sites.
- (b) Secures the provision of TDM measures on the site:
  - (i) ACT-01: Additional Class A Bicycle Parking
  - (ii) ACT-02: Improved Access to Class A Bicycle Parking
  - (iii) ACT-05: Bicycle Maintenance Facilities
  - (iv) ACT-06: Improved End-of-Trip Amenities
  - (v) ACT-08: Shared Bicycle Fleet
  - (vi) SUP-01: Transportation Marketing Services
  - (vii) PKG-02: Parking Supply
- (c) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed.
- (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

- 1.36 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.

- (a) Provision of a dedicated bicycle elevator for all bicycle spaces located below the first underground level.

Note to applicant: The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other. The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 5'-6" x 6'-8". A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly. Accommodation of oversized bicycles within this elevator may increase requirements. Note the dedicated bicycle elevator on plans.

- (b) Provision of bicycle storage rooms to accommodate a maximum of 40 bicycles.

Note to applicant: This number may be increased to 120 if the room is

compartmentalized and providing independent access to each section within the bicycle storage room.

- (c) Provision of automatic door openers for all doors providing access to Class A bicycle storage.
- (d) Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.

Note to applicant: Racks must be usable for all ages and abilities. Minimum aisle width should meet the greater of minimum Parking Bylaw requirements or design specifications.

- (e) Provision of Class B bicycle spaces to be provided on site with minimum 0.6 m (2 ft.) x 1.8 m (6 ft.) dimensions.

Note to applicant: Consider providing spaces within the office elevator lobby to achieve this. Protected indoor Class B cycling facilities may also count toward the sites TDM plan for a total of 2 points for *ACT-03 Enhanced Class B Bicycle Parking* and 2 points for *ACT-04 Secure Public Bicycle Parking*.

- 1.37 Provision of convenient, internal, stair-free loading access to/from all site uses.

Note to applicant: The service elevator currently appears to service retail and below grade levels only, not the office use. On-site stair free access to the office elevator lobby has not been provided.

- 1.38 The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- (a) Number and dimension each bicycle and loading space.
- (b) Design elevations at all corners of loading bays. The slope and length of the sloped sections to be shown on the submitted drawings.
- (c) Indicate the stair-free access route Class A bicycle storage to reach the outside. Note designated bicycle elevator(s) if required.

- 1.39 Provision of all utility services (BC Hydro, Telus, Shaw, etc.) to be underground from the closest existing suitable service point for this “conditional” development.

Note to applicant: All electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

- 1.40 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required.

Note to applicant: The Key Plan shall achieve the following objectives:

- The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan <https://vancouver.ca/files/cov/engineering-design-manual.PDF>; and
- All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the Applicant shall acquire written acceptance from the third party utilities prior to submitting to the City.
- The review of third party utility service drawings will not be initiated until the Key Plan is defined.
- For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

1.41 Provision of a draft final Rainwater Management Plan (RWMP) prior to DP issuance.

Note to applicant: As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details. The resubmission at DP must include the following amendments;

- (a) Volume Reduction – Please look into opportunities for a rainwater harvest and reuse system. The non-potable water demand for this dense commercial development may be reduced significantly with a reuse system implemented for toilets, urinals, and trap primers.
  - (i) If a substantial proportion of the site (the roof area) can capture precipitation for rainwater reuse purposes, then a treatment system for runoff discharged offsite may not be necessary.
  - (ii) Harvesting and Reuse system may contribute to meeting the peak flow release rate requirements but rooftop runoff and runoff from other land surfaces may not be mixed for reuse purposes.
  - (iii) Requirements for non-potable water systems and additional resources such as rainfall data and design guidance may be provided prior to resubmission.
- (b) Volume Reduction – Calculation of the detention tank volume to equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 & Tier 2 practices.
  - (i) RWMP indicate that the full 24mm of rainfall across the site will be directed to the Blue-Green roof system but further details are necessary to support this claim.
  - (ii) Provide a summary chart of all the catchment areas which include the required retention, any direct retention achieved, potential grading and storage capacities for that catchment to provide a full picture of 24 mm retention across the site.



- (c) Water Quality – Provide information on how the water quality requirement will be achieved on this site, as water quality treatment is required for the first 24 mm (~70% annual average rainfall) of all rainfall from the site that is not captured in Tier 1 or Tier 2 practices and 48 mm (~90% annual average rainfall) of treatment is required for high traffic areas. For the DP submission, the following should be included for review:
  - (i) Product Name and Manufacturer/Supplier
  - (ii) Total area and percent Impervious being treated
  - (iii) Treatment flow rate
  - (iv) Supporting calculations to demonstrate adequate sizing.
  - (v) Include discussion of the specified treatment device's %TSS removal efficiency certification by TAPE or ETV.
  - (vi) Location on of device in drawing or figure in the report.
- (d) Release Rate – Peak flow calculations to use 1:10 year return period. Inlet time = 5 minutes. Travel time to be estimated by Applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.

Note to applicant: The Applicant may schedule a meeting with Rainwater Management Review group prior to moving forward with the RWMP to address any concerns or questions related to the conditions or comments prior to resubmission with the DP application. To schedule the meeting, contact [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca).

- 1.42 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services registered prior to issuance of a development permit.
- 1.43 Provision of a final signed and sealed RWMP which includes a written report, supporting calculations, computer models and drawings to the satisfaction of the General Manager of Engineering Services prior to the issuance of any building permit.
- 1.44 Provision of a final signed and sealed Operation & Maintenance (O&M) Manual for all rainwater systems. The O&M Manual shall be tailored specifically for the rainwater management practices proposed on-site and submitted as a standalone document prior to the issuance of any building permit.
- 1.45 When submitting Landscape plans, please place the following statement on the landscape plan; this plan is “NOT FOR CONSTRUCTION” and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.”

## **PART 2: CONDITIONS OF BY-LAW ENACTMENT**

That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development, the General Manager of Arts, Culture and Community Services, the General Manager of Engineering Services, the Director of Facility Design and Management and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### **Engineering Services**

- 2.1 Arrangements are to be made for the consolidation of Lots 35 and 36, Block 33 District Lot 541 Plan 210 to create a single parcel.
- 2.2 Arrangements are to be made for a surface SRW (which may be volumetric) over a 10 ft. x 10 ft. corner cut truncation in the northeast corner of the site for public access, with or without vehicles as if dedicated lane. The agreement would permit structures 2.5 ft. below grade and above 25 ft. above grade.
- 2.3 There appear to be elements of the existing heritage building that encroach onto City Street. Should any portion of this heritage building be subject to strata titling, arrangements (legal agreements) must be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the preparation of a volumetric easement agreement to validate all building elements that encroach onto City property. If strata titling is not proposed for any portions of the heritage structure, arrangements must be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to validate the encroaching elements with a standard encroachment agreement.

Note to applicant: Be advised that building encroachments onto City street will cause problems when strata titling a property due to Section 244(1)(f) of the Strata Property Act. Applicants are advised to seek independent legal advice on the matter.

An application to the City Surveyor, including plans that clearly show the proposed encroachments, is required. An Administrative Report approved by Council authorizing the closure and stopping-up of the encroached upon portions of City street and granting a volumetric easement to contain the encroachments is required.

Pursuant to Schedule B of the Encroachment By-law, a \$5,082.28 (2022 fee schedule) (plus any applicable taxes) administrative fee for the document preparation will need to be collected prior to registration of the documents.

- 2.4 Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary to require the owner to prepare a detailed Transportation Demand Management (TDM) Plan for the approval of the General Manager of Engineering Services prior to Development Permit issuance, including a requirement to enter into a further legal agreement to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures in the approved TDM Plan.

- 2.5 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the Rezoning Site (collectively called the “Services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights-of-way for the Services are provided all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided.

The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.6 (a) and (b), the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For general Latecomer Policy information refer to the website at <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>

- (a) Provision of adequate water service to meet the fire flow demands of the project.
- (i) Based on the confirmed Fire Underwriter’s Survey Required Fire Flows and domestic flows submitted by Vector Engineering Ltd. dated October 6, 2020, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 300mm along Granville Street. Should the development require water service connections larger than 300mm, the developer shall upsize the existing main on Granville Street to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading.

Note to Applicant: Should the development’s Fire Underwriter’s Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

- (b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Implementation of development at 524-526 Granville Street requires the following in order to improve sanitary sewer flow conditions.

- (i) Local Servicing Upgrades

Upsize 253 m of 300/450 mm SAN on lane south W Pender St from MH\_FJD0EL to MH\_FJD142:

- Upsize 51 m of 300 mm SAN to 375 mm on lane south W Pender St from MH\_FJD0EL to MH\_FJD0F7
- Upsize 16 m of 300 mm SAN to 675 mm on lane south W Pender St from MH\_FJD0F7 to MH\_FJD0F9
- Upsize 133 mm of 450 mm SAN to 750 mm on lane south W Pender

- St from MH\_FJD0F9 to MH\_FJD14Y
- Upsize 53 m of 450 mm SAN to 600 mm on lane south W Pender St from MH\_FJD14Y to MH\_FJD142

(ii) Off-site Servicing Upgrades

Sewer separation at West Hastings Street and Burrard Street intersection:

- Reroute sanitary flows to the 875 mm COMB (\_FJCBZD) on West Hastings Street to by-pass storm sewer interconnection
  - Construct new sanitary sewer from MH\_FJD16I to MH\_FJD16K (one additional MH is required for change in sewer direction)
  - Disconnect 900 mm COMB (\_FJCBZB) and 875 mm COMB (\_FJCBZA) from MH\_FJD16H
- Eliminate the high-level storm overflow in MH\_FJD16I
- Abandon 900 mm STM (\_FJCJ2J) from MH\_FJD16I to MH\_FJD169
- Eliminate the high-level overflow weir in MH\_FJD16H and re-bench the 1200 mm STM (\_FJCBZ9) to MH\_FJD16G

Note to applicant: The City of Vancouver will deliver the sewer upgrade at the West Hastings Street and Burrard Street intersection and request cash in lieu from the developer. The Applicant is to regularly inform the Development Water Resource Management (DWRM) Branch (Utilities.Servicing@Vancouver.ca) of their updated construction and occupancy schedule as the development progresses. This will assist the DWRM Branch in scheduling the sewer delivery.

The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.

Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. All submittals including Issued for Construction (IFC) drawings are required to be reviewed and accepted by the City Engineer prior to building permit issuance.

Note to applicant: Development to be serviced to the existing 300 mm SAN and 600 mm STM sewers in lane south of W Pender St.

- (c) Provision of \$30,000 for sewer catchment flow monitoring.
- (d) Developer to submit a Hydrogeological Study according to Groundwater Bulletin to be reviewed and accepted by the General Manager of Engineering Services.
- (e) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.

- (f) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: as-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (g) Provision of Streets infrastructure improvements includes the following, but not limited to:
- (i) All surface treatments as per Granville Mall streetscape guidelines for all sidewalks and hardscape boulevards on City of Vancouver dedicated property and SRW.
  - (ii) Any necessary reconstruction to City standard following Granville Mall streetscape guidelines.
  - (iii) Any damages to the integral concrete slabs on Granville Street is to be remedied by reconstructing the entire slab.
  - (iv) The following conditions should be met prior to accepting the parkade structure under the lane corner cut SRW.
    - The top of the parkade structure must be a minimum of 750 mm below the proposed City issued Building Grades at the PL. This is to ensure that when City crews perform maintenance work, there is enough vertical clearance to ensure they will not affect the parkade structure below.
    - The developer's consultants are to provide assurance that the parkade structure meets the Vancouver Building By-Law and the parkade structure is required to be designed to meet the acceptable live load and dead load (and be designed for the appropriate vehicle loading).

- (h) Provision of lane lighting on standalone poles connected with underground ducts. The ducts should be connected to the existing City Street Lighting infrastructure.

Notes to Applicant: the detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code (the latest edition) and the Master Municipal Construction Documents (the latest edition)

- (i) Provision to mill and regrade full width of North/South and East/West laneways along property frontages.

- (j) Provision of street trees where space permits. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.
- 2.6 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:
- (a) Local Servicing Upgrades per condition 2.5(b)(i);
    - Upsize 253 m of 300/450 mm SAN on lane south W Pender St from MH\_FJD0EL to MH\_FJD142

Note to Applicant: The benefiting area for these works is along the lane south of W Pender St from Seymour St to Burrard St and includes adjacent streets that drain to the lane south of W Pender St. The benefiting area is significant; please contact DWRM to confirm its extent.
  - (b) Off-site Servicing Upgrades per condition 2.5(b)(ii);
    - Sewer separation at West Hastings Street and Burrard Street intersection

Note to Applicant: The benefiting area for these works is along Burrard Street from West Hastings Street to Comox Street and includes adjacent streets that drain to Burrard Street. The benefiting area is significant; please contact DWRM to confirm its extent.
- 2.7 Submission of a written confirmation from BC Hydro that all required electrical plant is provided on the development property.
- Note to applicant: BC Hydro service to the site shall be primary. All BC Hydro infrastructure (e.g., pad mounted transformer, vista switch and control kiosks) shall be located on the development property.

## **Sustainability**

- 2.8 The applicant will enter into an agreement with the City, on terms and conditions acceptable to the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services, that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.



## **Environmental Contamination**

2.9 As applicable:

- (a) Submit a site disclosure statement to Environmental Services;
- (b) As required by the Manager of Environmental Protection and the Director of Legal Services, in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- (c) If required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Protection, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

## **Heritage**

- 2.10 Enter into a Heritage Restoration Covenant with the City, to the satisfaction of the Director of Legal Services and the General manager of Planning, Urban Design and Sustainability, to secure retention of the front and north facades of the "Leckie Block" heritage building, implementation of the Conservation Plan (once approved by the City), and ongoing heritage conservation and maintenance of the retained portion of the heritage building, in perpetuity. Any future exterior alteration of the conserved components of the heritage building would be subject to a Heritage Alteration Permit.

## **Public Art**

- 2.11 Execute an agreement satisfactory to the Director of Legal Services and the General Manager of Arts, Culture and Community Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to applicant: Please contact Tamara Tosoff, 604-873-7947, to discuss your application.

**Community Amenity Contribution (CAC) – Cash Payment**

- 2.12 Pay to the City a cash contribution of \$2,867,000 to be allocated toward childcare facilities and/or affordable housing in the Metro Core.

If enactment of the rezoning by-law has not occurred prior to the date that is 24 months following the date of Council's approval in principle of this rezoning application, then the approval in principle may at such time be terminated, revoked, rescinded or reconsidered by Council. The rezoning application or a revised rezoning application may be required to return to public hearing and shall in any event be brought to Council for consideration and Council's approval, including an appropriate CAC offering at such time.

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

\* \* \* \* \*

**524-526 Granville Street**  
**PROPOSED CONSEQUENTIAL BY-LAW AMENDMENTS**

Note: By-laws will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

**PROPOSED AMENDMENTS TO THE SIGN BY-LAW**

Council amends Schedule B (CD-1 Zoning Districts regulated by Part 10, 12, 13 or 14) by adding the following:

524-526 Granville Street	[CD-1( )]	[By-law #]	DD	Part 12
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**PROPOSED AMENDMENTS TO THE NOISE CONTROL BY-LAW NO. 6555**

Council amends Schedule A (Activity Zone) by adding the following:

[CD-1( )]	[By-law #]	524-526 Granville Street
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\* \* \* \* \*

**524-526 Granville Street**  
**ADVISORY PANEL REVIEW**

**1. Urban Design Panel Minutes**

**EVALUATION: Support with Recommendations (7/0)**

- **Introduction:**

Rezoning Planner, Nicholas Danford, began by noting the rezoning application for the proposal at 524-526 Granville Street was received back in October 2020.

The project proposes to rezone from Downtown District to CD-1 in order to allow for a 24-storey office building, containing a commercial unit at grade. The proposal includes partial retention of Leckie Block Building constructed in 1898. The Leckie Block building is a three storey B listed heritage building currently containing office and retail uses.

The proposal includes approximately 11,445 sq. m of office space on the 24-storeys resulting in a proposed FSR of 20.98 and a height of 335 feet.

The enabling policy that allows for consideration of this proposal is the Rezoning Policy for the CBD and CBD shoulder. This project is located in the heart of the CBD near the intersection of Granville and West Pender Streets.

The enabling policy for this area allows for consideration of additional density for office and other job generating uses. As far as urban design is concerned, the enabling policy does not limit height, tower separation and other form of development considerations.

Development Planner Carl Stanford, began by noting the proposed development is located at the intersection of two lanes (a side and rear lane) and the 500 Granville street block in an area of important heritage character. The subject site is rectangular in shape measuring 15.24 m / 50 ft. by 36.5 m / 120 ft.. It is located in the core of the Downtown District zoned DD, sub area B (FSR 9) with an approximate site area of 557 sq. m. (5,996 sq. ft.).

The sites in the surrounding context are mostly zoned CD-1 or DD and are predominantly commercial in character. Granville Street has traditionally been a major retail street in Vancouver's downtown area. The neighborhood is currently characterized by a mix of retail, office, and to a lesser degree some residential buildings. The existing built context includes a 3-storey commercial building directly adjoining the site with the S.F.U. class 'A' heritage building located on the other side across the lane. The block also has a number of heritage buildings located in it including a class 'B' building at 560 Granville. There are also three buildings (class 'A', 'B', 'C') along the 600 W Pender and two class B's on the 500 Seymour side. In terms of existing tower buildings, there is a ~17 storey commercial building southwards, an ~17 storey commercial building westwards and the aforementioned 10 storey commercial class 'B' heritage building directly to the east.

Under the existing The Downtown District Official Development Plan (1975), the max outright height under current zoning area B is 91.4m/ 300'. After considering the criteria, the Development Permit Board may increase the basic maximum height to no more than 137.2m/ 450'. There is

also a view cone over the site (Viewcone 3.2.3 Queen Elizabeth Park) which is the main height restriction at approximately 102 m / 336 ft.. The max permitted FSR under existing zoning is nine.

The site is located in Downtown District (Except Downtown South) Character Area E 'The Core'. High-density office is encouraged with retail continuity to be provided at or near street level. Pedestrian interest should be provided through attractive and highly visible entrances, windows, displays, landscaping where appropriate, and other amenities. Extensive parking is discouraged. City Council has adopted view cones to protect selected threatened public views. The site lies under the view cone 12.2 Granville Bridge at approximately 109 m / 359 ft., view cones 9.1/9.2.2 Cambie Bridge at ~105m/343', and view cones 3.2.3 Queen Elizabeth Park at approximately 102 m / 336 ft.. No rear setback is required. Treatment of the rear portions of buildings along Granville Street should respond sensitively to adjacent residential developments across the lane so as not to diminish the quality of enhancements to the lane environment. There are no existing residential developments in the immediate area. Separation distances for residential to residential buildings are recommended as a minimum 24m/ 80' and for office to residential tower buildings a range of 18m-24m /60-80' is recommended based on the particular contextual situation. For office-to-office tower buildings, there is no separation requirement.

The form of development is comprised of a solid glazed rectangular 'box' component with an internal diagrid structure, which rests upon the existing 3-storey heritage Leckie building. There is an interstitial sloped glazed transition between the main body of the tower of the Leckie building diagonally recessing inwards along the chiasmus structure. The retail entrance is accessed off Granville Street side and serviced from the rear. The main office lobby entrance is also accessed off Granville Street through a narrow lobby that leads to the main floors above. The building has a small narrow strip of outdoor amenity space located on the roof of the heritage building. The commercial space is serviced by a loading bay at the rear lane side, connected via a loading corridor that runs along the edge of the building. The loading bay will service the commercial and retail components of the building. All bicycle parking and change facilities will be securely housed below grade in the basement level. There is no significant impact from shadowing of the building. The palette for the building has been developed with a liberal use of glass, and unspecified solid panels. The steel diagrid structure behind the glass fades during the day and is visible at night.

**Advice from the Panel on this application is sought on the following:**

- Is the height, massing and density appropriate to the subject site, context and execution of the proposed rezoning application?
- Please comment on the architectural design of the proposal, its articulation of massing, whether the rendition of the facades are successful (especially at pedestrian levels avoiding impersonal facades), and if a harmonious spatial volume has been achieved by sensitive proportioning and dimensioning of the building elements.
- Please comment on the contextual fit, considering the buildings compatibility with the surrounding area, its contribution to the general skyline, its proximal relationship with the immediate built environment and its intrinsic excellence of form.
- Please comment on execution of the heritage aspect of the proposal and whether it respects the scale and historic quality of the urban block it inhabits while successfully harmonizing with the existing heritage building on site.

**Applicant's Introductory Comments:**

The Leckie Building is one of the surviving buildings of the Romanesque Revival style. The current uses are retail at grade with a mezzanine with two levels of office use and some crawl space.

The City requirement for bicycle parking and other services led to the use of the basement levels below for this purpose.

The conservation strategy is one of restoration. The structural requirements and substantial change of the internal building fabric over the course of time led to retention of the three of the historic facades as being the primary element of the heritage strategy. The intention is to return the façade to its original condition. The Leckie building is a very simple structure and homogenous in its character.

With the Leckie building there are no clear dimensions. This is to create a picturesque building, which diffuses the relationship between the inside and the outside. The applicant noted they are putting new floors back in and will be in the same height and location as before so the relationship to the windows will be maintained in that manner. The applicant noted they are restoring the original entries minus the steps, which would no longer work with the raised grade of the street since its original construction.

There is 21-storey addition above the Leckie building. The applicant noted the proposal is a very conceptually pure. They wished to create a clear juxtaposition to the existing heritage building on site with a contemporary building sitting above. It is a slim structure with elegant proportions and sympathetic to the heritage nature along Granville. The envelope will be triple glazed for sustainability and energy performance purposes. At roof level rain harvesting is proposed. The heritage buildings heat pumps will be separate from the office building above.

At the ground floor there is a unique T-intersection. Loading occurs at the back where there are two class B and one class A loading spaces. There is a service elevator for goods and bicycle access. There are 95 bicycling spots as well as mechanical and electrical services in the basement. The existing streetscape and tree will be retained.

The staff and applicant team then took questions from the panel.

**Panel's Consensus on Key Aspects Needing Improvement:**

Having reviewed the project, it was moved by **MR. FRANCL** and seconded by **MS. LONG** and was the decision of the Urban Design Panel:

THAT the Panel **Recommend Resubmission** of the project with the panel comments addressed and following recommendations:

- Consider a rooftop amenity;  
Design development for the parapet condition detail;
- Design development to the south facing wall at the elevator core with intent for additional animation; and,
- Consider measures to animate the lane.

**Applicant's Response:** The applicant team thanked the panel for their comments.

\* \* \* \* \*

## 2. Vancouver Heritage Commission – February 1, 2021 Meeting Minutes

### 524-526 Granville Street – The Leckie Block VHR “B” RZ-2020-00053

#### Applicants:

- Ryan Bragg, Principal, Architect, Perkins & Will
- Aik Ablimit, Architect, Perkins & Will
- Donald Luxton, Heritage Consultant

#### Staff:

- Zlatan Jankovic, Senior Heritage Planner
- Nicholas Danford, Rezoning Planner
- Carl Stanford, Development Planner

Ryan Bragg and Donald Luxton provided a presentation on the proposed changes and additions to the Leckie Building. Subsequently, staff and the applicant responded to questions and comments from Commissioners.

MOVED BY Commissioner Massie  
SECONDED BY Commissioner Massey

#### WHEREAS

1. The Leckie Block at 526 Granville Street is a three-storey, 19th century building listed as a B on the Vancouver Heritage Register;
2. The proposed development of the site will restore the Romanesque-style sandstone façades of the Leckie Block on the west, south and east elevations, rehabilitate its windows and return its Granville Street storefront to the original 1900-era design, and presents the possibility of restoration of the structure of the heritage building;
3. The City of Vancouver subscribes to the *Standards and Guidelines for the Preservation of Historic Places in Canada*, which states in Section 11 that new work be physically and visually compatible with, subordinate to and distinguishable from the historic place;
4. The maximum density in the Downtown District Official Development Plan for this site is 9 FSR;
5. The proposed 24-storey office tower, giving the site an FSR of 20.98, is set back from the Leckie Block’s principal façade at the third floor level but is cantilevered over the historic building;
6. The cantilever and the size of the diagonal bracing of the tower appear to overwhelm the heritage building, making the tower neither visually compatible nor subordinate to it; and

7. The applicant has provided no shadow studies to demonstrate the impact of the tower on the Granville Street pedestrian experience, and on the neighbouring building to the north – the A-listed, designated former Bank of Montreal Building at 640 West Pender/500 Granville Street now used by the Segal School of Business.

THEREFORE BE IT RESOLVED THAT the Vancouver Heritage Commission does not support the application for 526 Granville Street – the Leckie Block, as presented, and requests the retention of the heritage building rather than just its façades, and alterations to the design to reduce the bulk of the tower, to set it back from the Granville and laneway property lines and to reduce its shadow impact on the designated heritage building at 640 West Pender Street;

FURTHER THAT the Commission requests design development of the tower itself to reduce the visual dominance of its diagonal bracing.

CARRIED  
(Commissioner Rogers opposed)

\* \* \* \* \*



524-526 Granville Street  
PUBLIC CONSULTATION SUMMARY

1. List of Engagement Events, Notification, and Responses

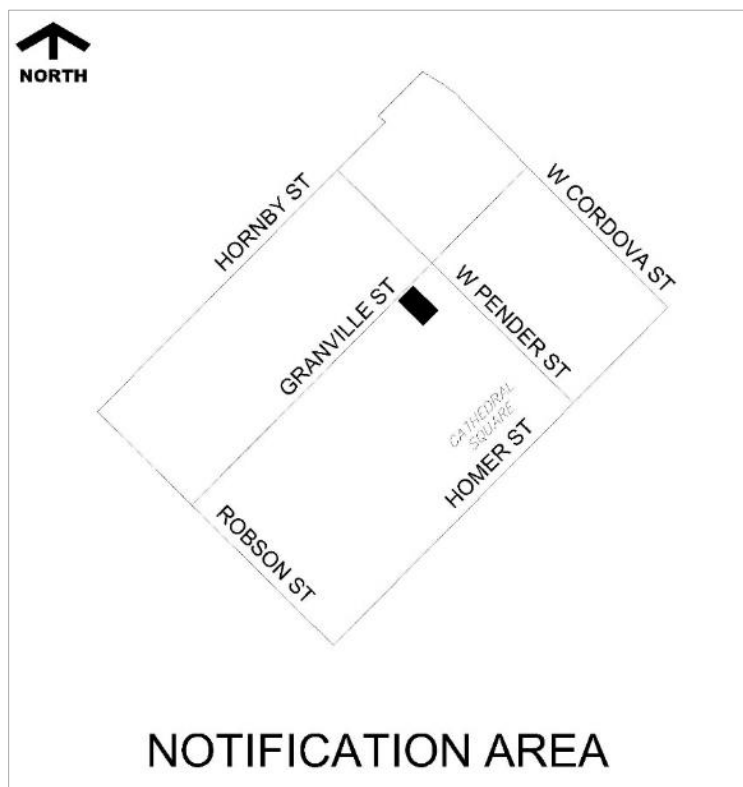
	Dates	Results
<b>Event</b>		
Virtual open house (City-led)	January 11, 2021 – January 31, 2021	394 participants (aware)* <ul style="list-style-type: none"> <li>• 111 informed</li> <li>• 12 engaged</li> </ul>
<b>Public Notification</b>		
Postcard distribution – Notice of rezoning application and virtual open house	January 8, 2021	4,940 notices mailed
<b>Public Responses</b>		
Online questions	January 11, 2021 – January 31, 2021	0 submittals
Online comment forms <ul style="list-style-type: none"> <li>• Shape Your City platform</li> </ul>	October 2020 – February, 2021	23 submittals
Overall position <ul style="list-style-type: none"> <li>• support</li> <li>• opposed</li> <li>• mixed</li> </ul>	October 2020 – February, 2021	23 submittals <ul style="list-style-type: none"> <li>• 21 responses</li> <li>• 2 responses</li> <li>• 0 response</li> </ul>
Other input	October 2020 – February, 2021	1 submittal
<b>Online Engagement – Shape Your City Vancouver</b>		
Total participants during online engagement period	October 2020 – February, 2021	570 participants (aware)* <ul style="list-style-type: none"> <li>• 185 informed</li> <li>• 25 engaged</li> </ul>

Note: All reported numbers above are approximate.

\* The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application, categorized as:

- **Aware:** Number of unique visitors to the application webpage that viewed only the main page.
- **Informed:** Visitors who viewed documents or the video/photo gallery associated with the application; *informed* participants are a subset of *aware* participants.
- **Engaged:** Visitors that submitted a comment form or asked a question; *engaged* participants are a subset of *informed* and *aware* participants.

## 2. Map of Notification Area



## 3. Analysis of All Comments Received

Below is an analysis of all public feedback by topic and ordered by frequency.

Generally, comments of support fell in the following areas:

- **Building height, density, and massing:** Overall support for the density, height, and massing. However, further height increase would be suitable to set precedence for larger developments in the city.
- **Parking space:** Appreciate that there would be no on-site vehicle parking spaces since the location is transit friendly. No parking on site also supports the City's climate goals and promotes active transportation.
- **Heritage building preservation:** Appreciate that the heritage building is retained with the modern development.
- **Office space:** The project is in a good location for more office space, due to the close proximity to public transit and retail and services. More office space provision would also help jump start the local economy.

- **Building design:** The proposed building design and setback are well integrated with the existing heritage building. The criss cross design is also visually pleasing.
- **Overall support:** Overall support for the development in the downtown core.

Generally, comments of concern fell within the following areas:

- **Amenity space:** The amenity space within the proposed building would be too small.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

*General comments of concern:*

- The criss cross building design is not attractive. Different materials that is more natural would be more suitable.
- The proposed development jeopardizes the character and low-rise buildings that still exist along Granville Street. Density should be moved away from Granville Street to preserve the historic streetscape and have clear design guidelines.

*Neutral comments/suggestions/recommendations:*

- Consider making the laneway besides the development more pedestrian friendly and in better condition. Larger windows could also be placed along the building wall facing the laneway to create more eyes on the street.
- The wall on the south side of the building would be a suitable place for a mural or public art.
- An awning for rain protection would be ideal.
- The accessible washroom should be located closer to the terrace on level four.
- The elevators on the north side of the ground floor would be better located on the south and would create less wasted floor space.

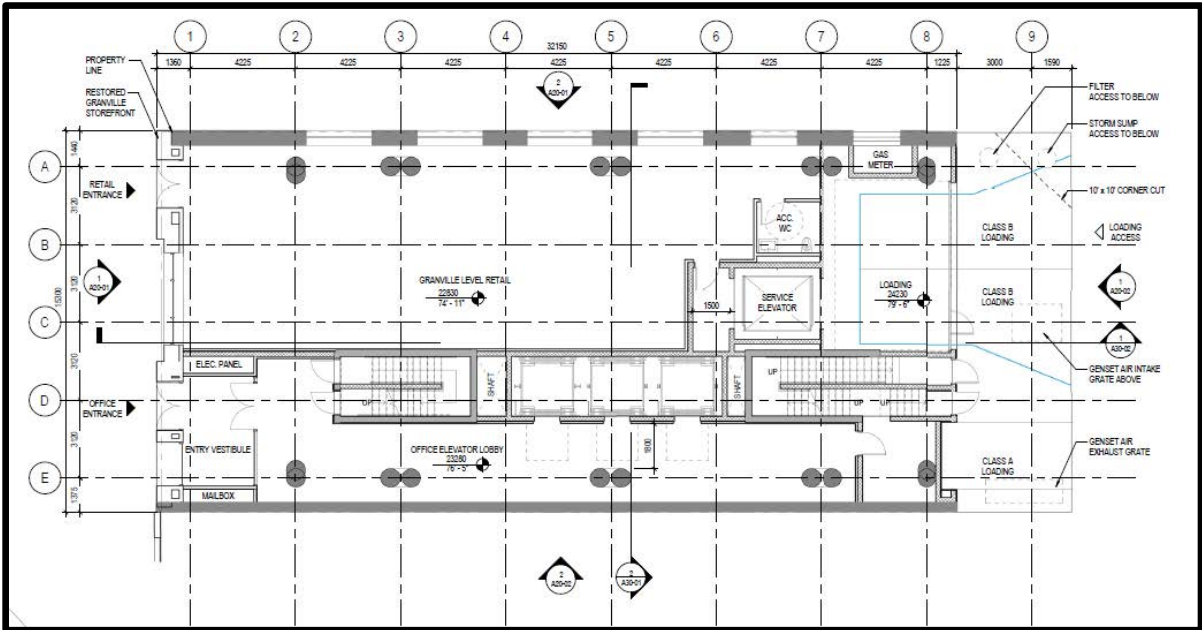
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524-526 Granville Street  
FORM OF DEVELOPMENT DRAWINGS

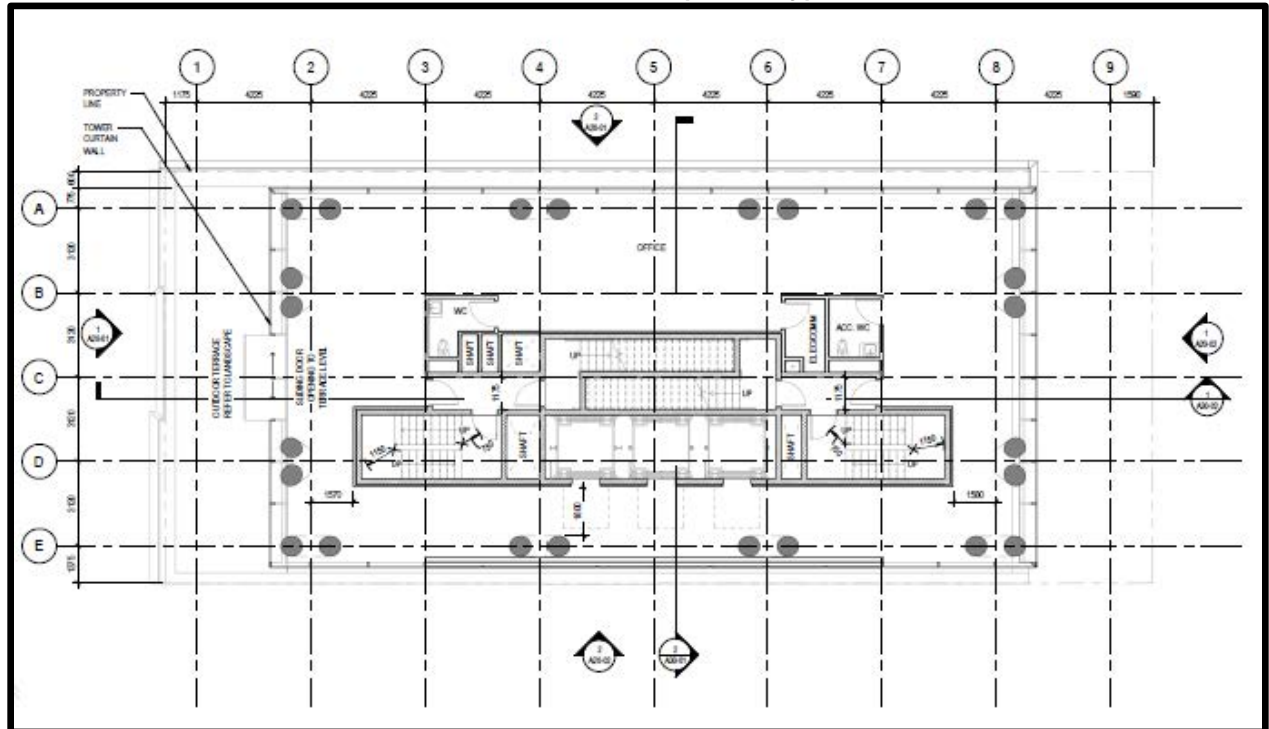
View from Granville and Pender Streets



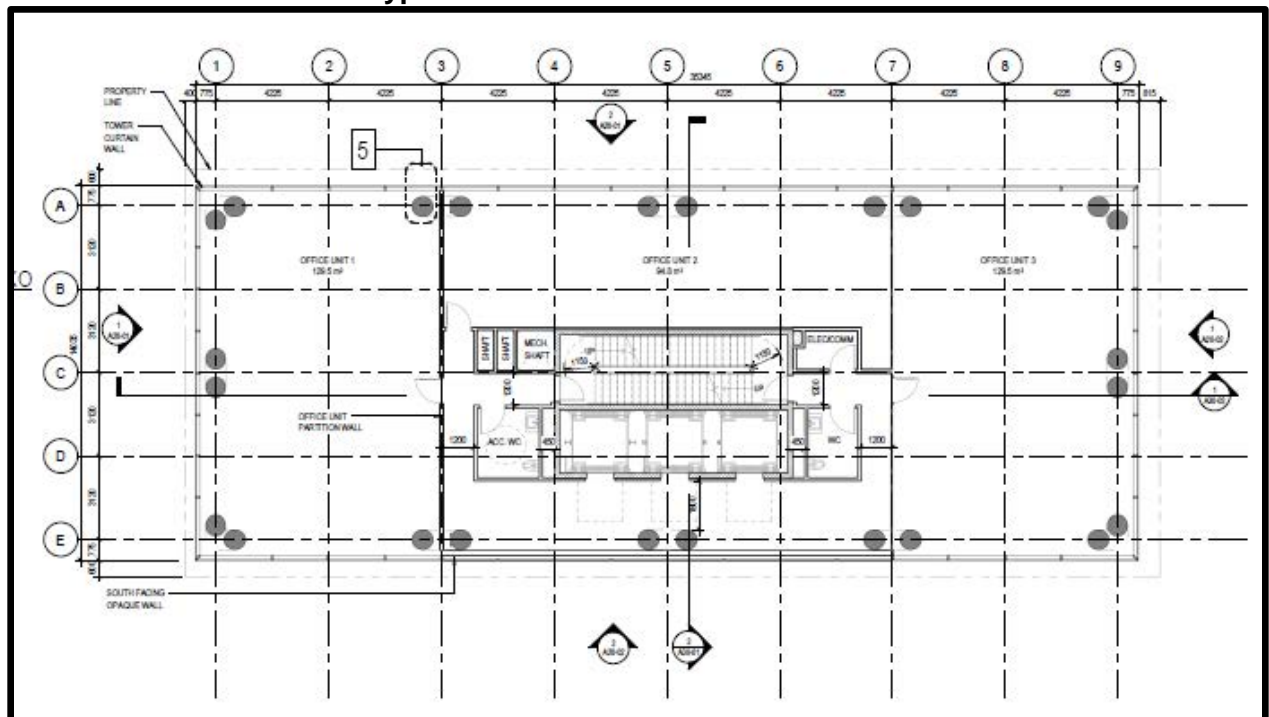
Ground Floor Plan



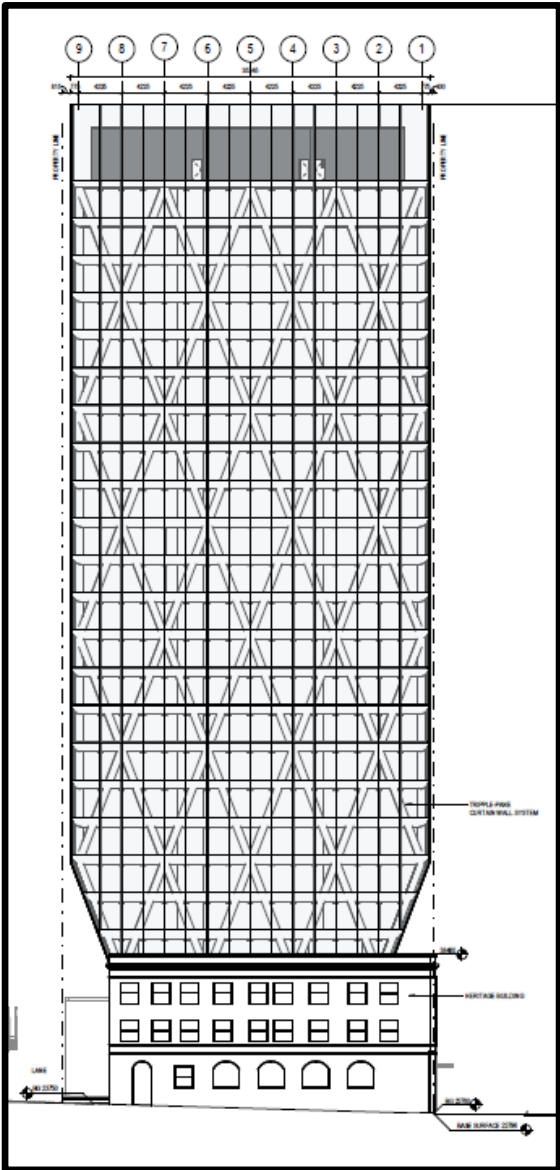
Floor Plan – Level 4 (Amenity)



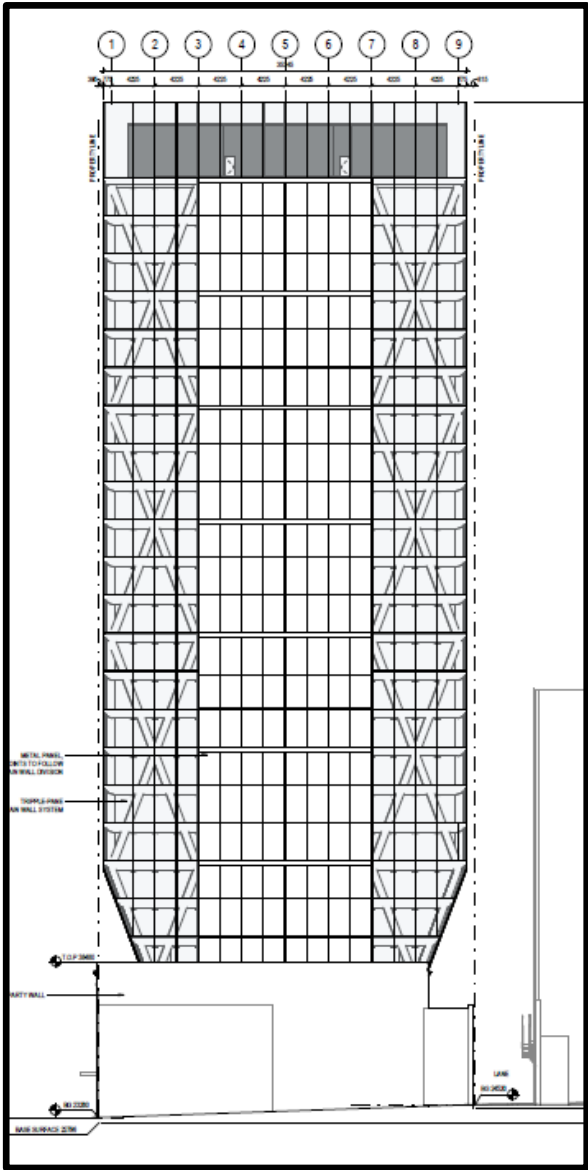
Typical Floor Plan – Levels 7 to 24



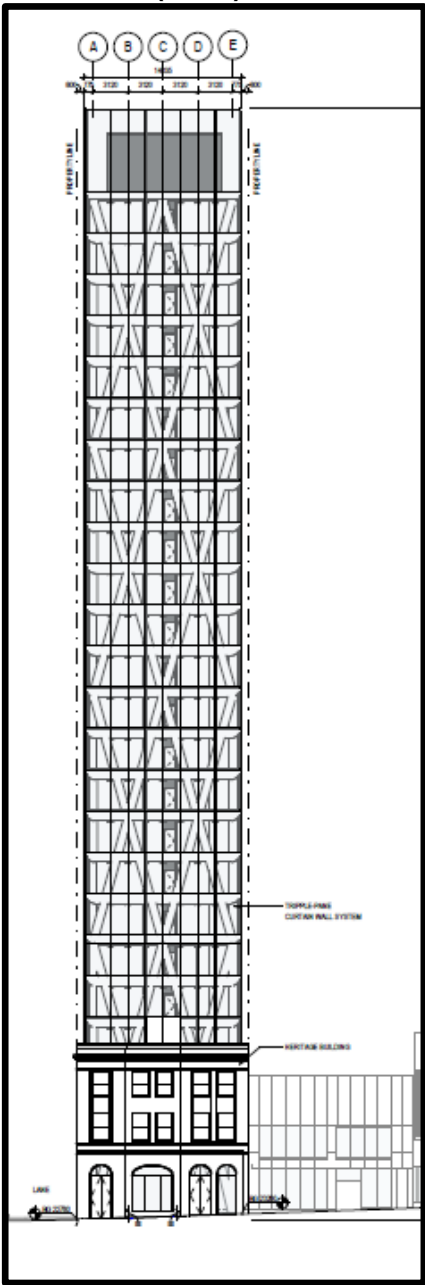
North Elevation



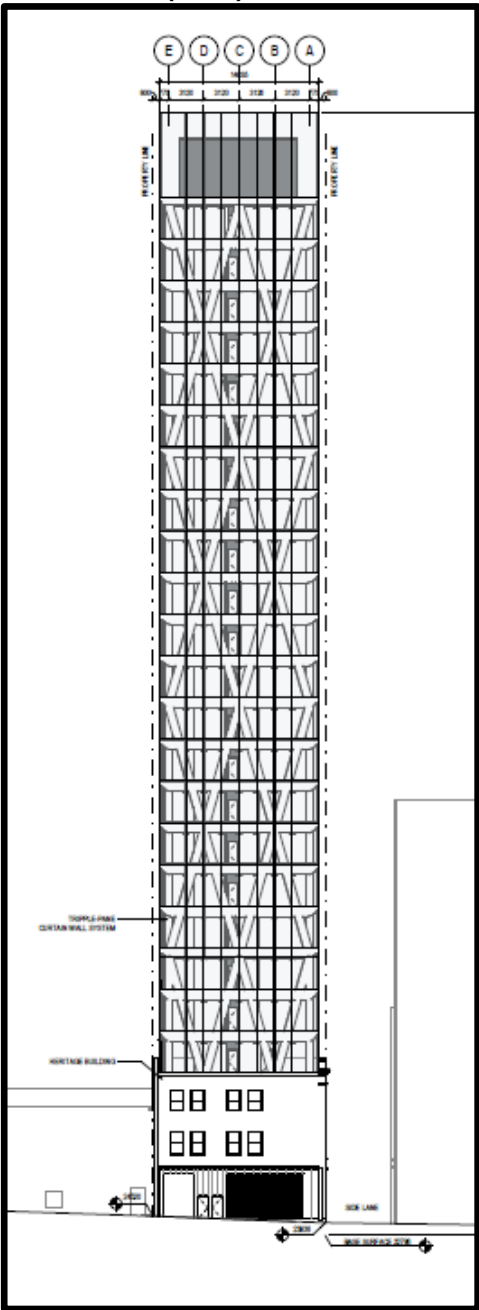
South Elevation



Front Elevation (West)



Rear Elevation (East)





524-526 Granville Street  
LECKIE BLOCK – STATEMENT OF SIGNIFICANCE

NAME(S) OF HISTORIC RESOURCE

Leckie Block / Mackechnie Block

MUNICIPAL ADDRESS

526 Granville Street

DESIGNER

George W. Grant

BUILDER

David Bain

YEAR BUILT

1898-1899

ORIGINAL OWNER

John Leckie & Company

**Description of Historic Place**

Located on the 500-block of Granville Street in the heart of downtown Vancouver, the Leckie Block was constructed in 1898-99. The three-storey, Romanesque Revival-style building features a rusticated stone façade with inset windows that are arched along the street elevation and rectangular in the upper storeys.

**Heritage Value of Historic Place**

The Leckie Block is significant as part of the Victorian-era development of downtown Vancouver, for its association with the venerable John Leckie & Co., and as a good example of the Romanesque Revival style of architecture, as designed by architect George William Grant.

As the newly-incorporated Vancouver expanded after the arrival of the transcontinental railway in 1887, the Canadian Pacific Railway promoted the growth of Granville Street through selective development, and by positioning the Hotel Vancouver at the highest point of land downtown. Transportation links were improved on the street in 1890, when a new electric railway system was inaugurated, and the corridor emerged as a commercial district. Constructed in 1898-99, amidst the Klondike and Kootenay resource booms, which quickly propelled the young city's economic engine, the Leckie Block was built to house the Vancouver branch of the Toronto-based John Leckie & Co as well as the Imperial Bank, which occupied the ground floor space. The building stands today as a testament of the city's rapid expansion at the end of the nineteenth century, as it became the trading centre for the frenzied resource extraction that was occurring in the hinterlands.

The Leckie Block was first home to the Vancouver outlet of John Leckie & Co. The outfitter shop sold fishing supplies, oilskin clothing, imported netting, sails, tents, and marine hardware, relevant for those who were seeking fortune in the Klondike or Kootenays, as well as the locally active canning industry. The Leckie Company immediately found success in Vancouver, with the store soon surpassing sales in Toronto, from which Leckie had been operating since 1857. The company also purchased a Nanaimo-

based tannery, moving the operation to Vancouver, and it would go on to construct a combination warehouse, manufacturing facility, and display centre in Gastown, known as the (extant) Leckie Building, during the Edwardian era. The Leckie Block, which was also home to a branch of the Imperial Bank of Canada, represents the important contributions of the Leckie Company to Vancouver's commercial history.

The Leckie Block is additionally valued for its Victorian-era, Romanesque Revival architectural style, designed by George William Grant (1852-1925). The building is characterized by its rusticated stone exterior, commercial storefront, and arched windows along the ground floor. Grant's extensive commissions in Vancouver included the landmark Carnegie Library and the Ormidale Block, both along Hastings Street, and both reflecting Grant's preference for the Romanesque Revival style around the turn of the century. In addition to his dynamic architectural practice, Grant served as Vancouver's License Commissioner during the same years the Leckie Block was constructed. The Leckie Block remains an iconic example of Grant's work, well over a century after its completion.

**Character-Defining Elements**

Elements that define the heritage character of the Leckie Block are its:

- mid-block location on the 500-block of Granville Street, in the heart of downtown Vancouver;
- siting on the front property line;
- commercial form, scale and massing as expressed by its three-storey height and flat roof;
- masonry construction of sandstone from Gabriola Island;
- Romanesque Revival-style elements such as its asymmetrical front facade configuration, rusticated stone cladding and arched windows along the ground floor (side elevation) with rectangular windows in the upper storeys with projecting stone sills; and
- inset, original window openings along the front, side, and rear elevations.



## Leckie Block Building – Conservation Plan

### 5. CONSERVATION RECOMMENDATIONS

A condition review of the Leckie Block was carried out during a site visit in November 2019 and July 2020. The initial site review was limited to a visual review of the exterior of the building carried out from the street level. Select interior spaces were also accessed and a scissor lift used to examine the northeast façade during the second site visit. The recommendations for the conservation of the building are based on the site reviews and available archival documents that provide valuable information about the original appearance of the historic building and past interventions.

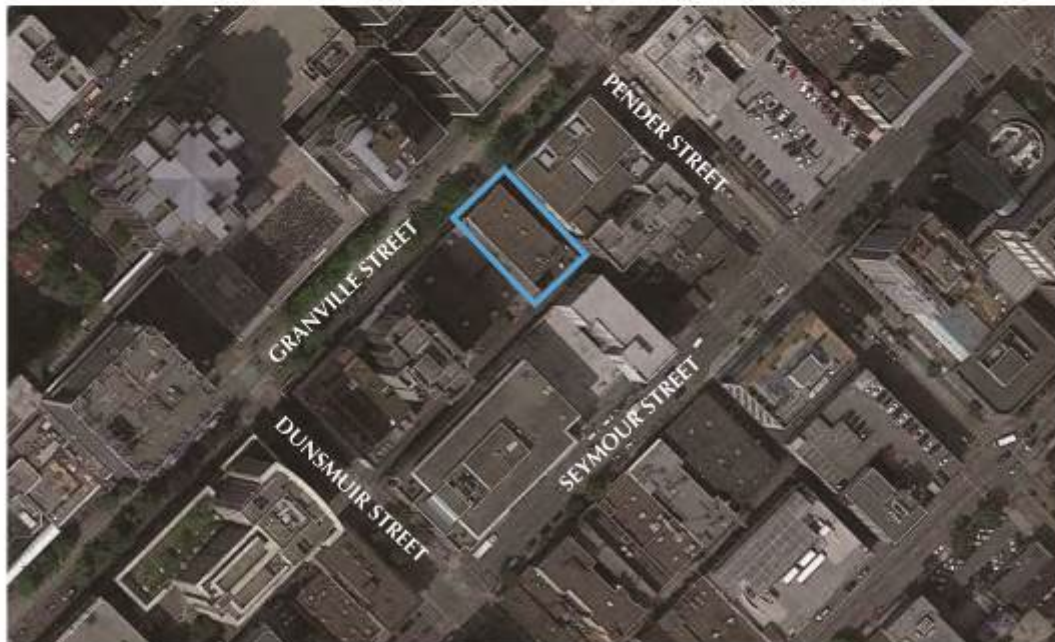
The following section describes the materials, their physical condition, and recommended conservation strategy for the Leckie Block based on Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*.

#### 5.1 SITE

The Leckie Block is located in a primarily commercial context along a 50-foot frontage on Granville Street, between Pender and Dunsmuir Streets. The historic

resource is situated mid-block and features both a rear (southeast) and side (northeast) laneway. The structure is built to the northwest, northeast, and southwest property lines, but set back from the southeast property line. A number of heritage structures are located near the Leckie Block including: the former Merchants Bank of Canada and London Buildings to the northeast; the Yorkshire (Seymour) and Georgian Buildings to the southeast; and the Hope, Graveley & Company Building (constructed in 1898, although now heavily altered from its original design) directly southwest of the Leckie Block.

The proposed redevelopment scheme for the site is confined to the existing property on which the Leckie Block is situated. A new modern tower is proposed to be built within and extending above the historic resource. Also as part of the redevelopment, between the fourth and sixth levels the new addition will be extended to the southeast property line out over the presently unoccupied rear portion of the lot. All heritage resources within the site should be protected from damage or destruction at all times. Reference Section 4.6: Site Protection for additional information.



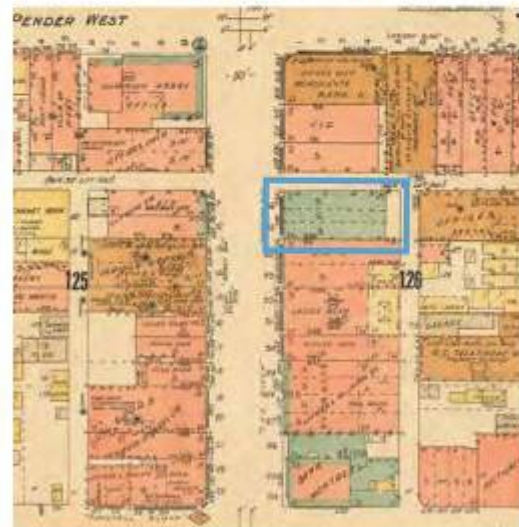
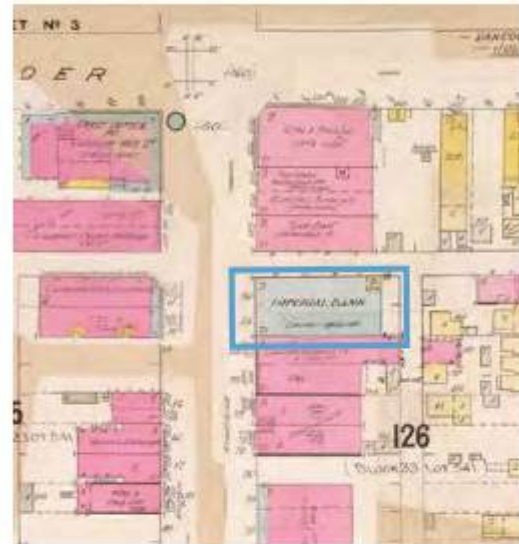
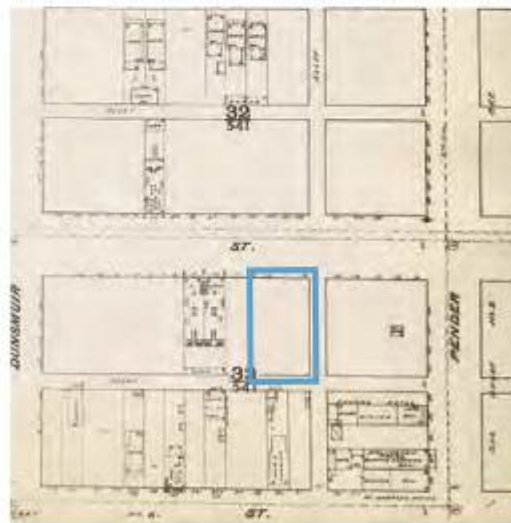
## 5. CONSERVATION RECOMMENDATIONS

### Conservation Strategy: Preservation and Rehabilitation

- Preserve the original location of the retained masonry walls, providing adequate protection and stabilization during the demolition and construction phases.
- Preserve the primary public frontages along the northeast laneway and Granville Street.
- Rehabilitate the site through the construction of a new multi-storey modern tower above the existing three-storey structure. All rehabilitation work should occur within the property lines.
- Design any new addition to be “physically and visually compatible with, subordinate to, and distinguishable from the historic place” as outlined in **Standard 11**.
- Moisture issues during redevelopment should be addressed through the provision of adequate site drainage measures.

### 5.2 FORM, SCALE, & MASSING

The Leckie Block, constructed in 1898-99, is a 3-storey, commercial structure characterised by its rectangular plan, flat roof with parapet, and low-height basement. Standing 16 metres high and 32 metres long, the structure sits at the northeast, southwest, and northwest property lines, but is set back from the rear (southeast) boundary. The front façade possesses a full-width commercial storefront at street level, which has been significantly altered from



Left: 1889 Fire Insurance Map showing vacant lot.

Above (top): 1893 Fire Insurance Map, corrected in 1900, showing a three-storey stone building constructed, Imperial Bank.

Above (bottom): 1920 Fire Insurance Map showing Leckie Block then named the Mackechnie Block.



## 5. CONSERVATION RECOMMENDATIONS

the time the building was first constructed. The exterior of the upper floors of the front façade is asymmetrical in its configuration of the three structural bays with the middle structural bay setback from both neighbouring bays. When first constructed, the presentation of these three structural bays extended to street level. The side and rear façades are punctuated by fenestration on each floor. In addition to the building's fenestration, the exterior of the stone structure is further characterised by the presence of sandstone with a rusticated stone-face finish, and tooled finish on the sandstone window surrounds, stone banding, and cornices.

Previous interventions to the Leckie Block which have impacted aspects of its original design include: the redesign of its storefront on Granville Street; extension of the storefront along the northeast laneway at Granville Street (this storefront has been filled in and faced with granite); resizing of openings at the rear (southeast) façade; and, the installation of an unsympathetic metal parapet cornice. However, even with these past interventions, the building's original form, scale, and massing is still evident. The proposed redevelopment will impact the historic

form, scale, and massing of the Leckie Block, through the proposed new tower. The impact of this can be mitigated through the additions' design, placement (e.g. stepping back the new tower from the parapet of the original structure), and materials used.

### Conservation Strategy: Preservation, Rehabilitation, and Restoration

- Preserve the overall form, scale and massing of the historic resource through the retention of the full-heights and lengths of its three public façades.
- Preserve the position of the historic public façades.
- Restore the cornice and parapet using archival images as references.
- Restore elements of the Granville Street storefront level such as the stone exterior and cornice as well as the fenestration openings using archival images as references, while also rehabilitating aspects of the storefront to improve accessibility, address current site conditions, and to suit the new interior.
- Rehabilitated the structure through the construction of a new tower that will be "physically and visually



Above: Three-storey Leckie Block with rectangle plan, stone construction, flat roof behind parapet. Front façade shows three structural bays with recessed middle bay. Storefront and parapet cornice are later interventions.

## 5. CONSERVATION RECOMMENDATIONS

compatible with, subordinate to, and distinguishable from the historic place" as specified in **Standard 11** of *Standards and Guidelines*.

- If the rear façade is altered/ taken down to permit the construction of the new tower, stone façade should be reinstated.

### 5.3 FOUNDATION

The foundation of the Leckie Block was not examined by the Heritage Consultant and its composition and condition are unknown. Archival documents available indicate the entire basement was not full-height when constructed. The extant exterior masonry walls extend to grade, which has over time changed on all three (northeast, southeast, and northwest) façades.

As part of the overall rehabilitation of the structure, the existing foundation will be preserved and rehabilitated to meet current structural and seismic requirements. The foundation and existing supporting structure will be assessed by a Structural Engineer to determine the extent of work required. Careful attention should be given to ensure the exterior masonry walls above grade are not damaged during rehabilitation work of the foundation and throughout construction. Any resulting work performed on the foundations should not be visible on the exterior of the historic resource following completion of the redevelopment.

#### Conservation Strategy: Preservation and Rehabilitation

- Foundations will be reviewed by a Structural Engineer. Once condition is assessed, conservation recommendations can be finalized.
- Existing foundations to be preserved, if feasible and safe to do so.
- Rehabilitate foundations to meet current seismic requirements, as necessary.
- If new foundations are proposed, concrete is a suitable material, even if historic foundation is of a different material.
- Any rehabilitation work and/or new foundations should not be visible on the exterior of the Leckie Block. Exterior masonry walls will remain extended down to grade.
- To ensure the prolonged preservation of the final foundation, all proposed landscaping should be separated from the foundation at-grade by a course of gravel or decorative stones, which help prevent splash back on to the stone walls and assist drainage.



Above (top): Sandstone exterior of front (northwest) and northeast laneway façades laid in block course.

Above (bottom): Sandstone exterior of rear façade with stones units of varying sizes laid in broken course.



## 5. CONSERVATION RECOMMENDATIONS



Above: Rusticated stone units with rockface finish.

Below: Tooled finish at fenestration opening (below top) and window surround of front (northwest) façade (below bottom).



Above: Examples of typical deterioration including: delamination where sandstone is exposed behind later applied paint (top); staining (middle); and organic deposits and saturated stone (bottom).

## 5. CONSERVATION RECOMMENDATIONS



Above: Brick façade of party wall laid in common bond with mortar loss evident.

Right Top: Later installed granite on northeast laneway façade where storefront extension was filled in.

Right Bottom: Alterations to ground floor of rear façade with openings resized and infilled with concrete block.



### 5.4 EXTERIOR MASONRY WALLS

The Leckie Block features stone and brick load-bearing walls with timber interior structure. The walls on the front (southwest), northeast laneway, and rear (southeast) laneway façades are sandstone. The party wall of the Leckie Block, abutting the property to the southwest, is constructed of brick laid in a common bond. The sandstone blocks of the three façades are rusticated with a rockface finish. The sandstone blocks feature a blocked course arrangement (equal heights, varying lengths) on the northeast and northwest façades, whereas the blocks on the rear laneway façade are laid in a broken course of various heights and lengths. Sandstone is additionally used on the exterior walls for decorative and functional elements, including: lintels; lug and slip sills; voussoirs; window surrounds; storefront cornice; moulded and bullnose stringcourses; watertable; parapet; and possibly the rooftop cornice which may be concealed by the present metal cornice. Some sandstone elements such as the northwest façade window surrounds of the second and third floors, storefront cornice, and drip mould band possess a tooled/combed finish. Behind the



## 5. CONSERVATION RECOMMENDATIONS

extant sandstone is multiple wythes of brick. Three wythes of brick laid in common bond is present at the lower level of the exterior walls which tapers to two wythes at the upper level.

Overall, the sandstone appears to be in good condition when viewed from street level. However, the stone has been painted which significantly limits the ability to assess the colour and condition of the stone and mortar. The stone exhibits evidence of localized mechanical wear, delamination, cracks, as well as staining and biological growth. Localized areas of repairs and replacement of the sandstone has occurred in the past. At the storefront level of the front (northwest) and northeast laneway façades, past interventions have been carried out which have significantly changed the original design of the exterior walls. The storefront facing Granville Street has been completely altered from its original 1898-99 design. By 1929, the original sandstone storefront had been removed, the storefront extended along the northeast laneway and a wood assembly storefront installed. By 1955, the storefront level had been further altered and roughly three decades later, c.1985, the storefront took on its current configuration and the exterior cladding of polished (northwest façade) and rockface (northeast façade) granite veneer was installed.

Additional past interventions have been carried out at the ground floor of the northeast laneway and rear laneway façades. On the northeast laneway façade, alterations to the size of original basement openings, that likely provided light and/or ventilation to the basement, have been made. Regrading of the northeast laneway has also impacted these openings. Openings at the rear laneway façade have been enlarged and later infilled with concrete block.

The brick party wall of the southwest façade is only partially visible above the neighbouring commercial building. The condition of the brick and its mortar could not be observed up close, although it is evident that mortar loss is present and that the brick wall has been painted/vandalized in the past.

The present proposal for the redevelopment of the Leckie Block includes the preservation and restoration of the exterior sandstone walls of the front and northeast laneway façades to their original design. The rear façade will be likely be impacted by the project construction. It is recommended that the rear façade be retained *in situ*, if possible, and restored. If, due to construction requirements and/or site constraints, the rear wall cannot be kept in place,

the wall should be disassembled to permit construction and reinstated. As part of the restoration of the masonry walls, the paint on the sandstone should be removed to permit a complete assessment of the condition of the sandstone and mortar as well as permit any need repairs to be completed. The later installed metal parapet cornice should also be removed and the parapet restored. If sandstone is removed to facilitate work, the stone should be salvaged and reused for the restoration where suitable.

### Conservation Strategy: Preservation and Restoration

- Preserve the exterior sandstone walls and backing brick.
- If the rear (southeast) façade is taken down to facilitate completion of new construction, rear facade sandstone wall is to be reinstated.
- Remove metal parapet cornice, and metal flashing along parapet to determine extent of deterioration to sandstone and coping material and if any repairs are required.
- Determine feasibility of removing paint from sandstone walls. Undertake test samples for paint removal in inconspicuous areas using only approved restoration products. If paint removal is determined to be achievable, prepare removal specification and proceed with paint removal along the three sandstone wall elevations. Heritage Consultant to review specifications and paint removal mock-up prior to proceeding with large scale removal.
- If paint is removed, undertake condition survey of sandstone walls.
- Salvage and retain for reuse any sandstone blocks removed from the building for restoration and repair work.
- Restore original sandstone walls and sandstone surrounds at storefront (northwest), and along the storefront return on the northeast façade.
- Any necessary cleaning (non-paint removal) of sandstone and other masonry (brick) to be carried out using a soft natural bristle brush and mild water rinse. Only chemical restoration cleaners approved by Heritage Consultant may be used. Abrasive cleaning methods of any kind are not permitted under any circumstance.
- All redundant metal inserts and services mounted on the exterior walls should be removed.
- Repointing of brick and sandstone should only be undertaken by skilled masons. Power tools should be avoided when raking joints. New mortar used for repointing to match existing historic mortar in consistency, composition, strength, colour and

## 5. CONSERVATION RECOMMENDATIONS

pointing profile. Testing to determine composition of original mortar to be undertaken by contractor. Masonry restoration and repointing only to proceed after mock-ups have been reviewed and accepted by the Heritage Consultant.

### 5.5 FENESTRATION

#### 5.5.1 WINDOWS

The Leckie Block is characterised by window openings of two shapes, rectangle and arched, both of which are original to the 1898-99 construction. The second and third floors of the northeast, northwest, and southeast façades possess rectangle window openings. The windows on the northeast façade are regular in their arrangement with the windows on the rear laneway façade arranged in pairs. All windows on these two (northeast and southeast) façades have sandstone sills and lintels. On the second and third floors of the front (northwest) façade, the window arrangement varies between structural bays. The north structural bay has single-assembly windows on both floors; whereas, the middle and south structural bays have double-assembly windows on both floors. All windows on the front façade have sandstone sills and lintels with the third floor windows also possessing a continuous tooled finished stone drip mould band. The windows of the north and south structural bays on the front façade are further characterised by their stone window surround with tooled finish.



Above: Basket-handle window openings present on ground floor of northeast façade with sandstone voussoirs, sill, and replacement window. Organic deposit present on multiple sills on building.



Above: Single and double assembly rectangle window openings on front (northwest) façade. All windows on the building have been replaced.

Below: Window surround present on front façade. Sandstone sills and lintels and continuous drip mould band with tooled finish.





## 5. CONSERVATION RECOMMENDATIONS



Above: Original equal 1-over-1 wood windows present on second and third floors of the front (northwest) façade.

Below: Historic image showing the original window configuration of the second and third floors of the northeast façade.



The window openings on the ground floor of the northeast laneway façade consist of four basket-handle arched window openings and one rectangle window opening. All have sandstone sills. At the basement level of the northeast façade are five rectangle window openings. The three western most openings appear to have been made larger in the past and are presently boarded over. The two eastern most openings, which likely served to provided light and/or ventilation to the basement, possess metal grilles which are could be original. Regrading of the northeast laneway has impacted the two eastern most basement openings.

The window openings on the northeast, southeast, and northwest façades are all original with the exception of the three western most basement windows of the northeast façade. The sandstone window surrounds and drip mould band on the front façade and sandstone sills and lintels of all three façades appear to be in good condition. As all the sandstone on the building has been painted, it is difficult to detect any evidence of deterioration; however, localized small cracks were noted in some sills on the northwest façade. A number of sills on the building are stained, have organic deposits, and minor chips. Bird spikes have been installed on the sills and banding of the front (northwest) façade to deter roosting; however, a number of nests are present on sills of this façade.

## 5. CONSERVATION RECOMMENDATIONS

The Leckie Block has no original wood windows intact. It is not known exactly when the windows were replaced; however, based on archival documents the second and third floor windows of the front (northwest) façade were replaced by 1985. Some of the original wood window assemblies are visible in historic images of the Leckie Block. These images can be used as templates for the restoration of the building's windows. The second and third floor windows of the front (northwest) façade originally featured 1-over-1 hung wood windows with the upper sash of these windows having sash horns. The original windows on the same floors of the northeast façade featured 3-light wood windows with a horizontal mullion separating a large single-light lower sash from a smaller double-light upper sash. The operating mechanism of these northeast elevation windows is unknown. The configuration and operation of the windows on the ground floor of the northeast laneway façade, including the large basket-handle arched windows, is unknown. To date, no records have been found showing the configuration of the ground floor wood windows of the northeast façade, the basement windows of the northeast façade, or the second and third floor windows of the rear laneway façade. Those windows evident in archival images should be restored to match the original window configuration and materials. Where no archival images have been found showing the original window configuration, these windows are to be rehabilitated using historically appropriate wood windows, similar to those restored elsewhere on the Leckie Block.

### Conservation Strategy: Preservation, Restoration and Rehabilitation

- Preserve, repair if necessary, and prepare original sandstone surrounds for installation of new wood window assemblies.
- Restore windows on upper floors of northeast and northwest façades using archival images as guides to their design, configuration, and materials. Rehabilitate all other windows using historic precedents as guides.
- Removal of existing windows, and manufacturing, and installation of new wood windows should be undertaken by a heritage wood window manufacturer and contractor. No damage to the sandstone window surrounds is permitted during removal of existing windows.
- New windows to be true-divide, solid wood sash with through mortise and tenon joints.
- Sash horns to be included on upper storey hung windows on northwest elevation.
- Reuse salvaged sandstone to repair window lintels,



Above: Intact original door opening on ground floor of north façade with sandstone voussoirs, transom has been replaced, and door boarded over.

sills, and surrounds where required. Dimensions of salvaged stone to match original.

- Restore sandstone lintels and altered walls at basement level of northeast elevation.
- Prime and paint windows in appropriate colour, based on colour schedule devised with Heritage Consultant.
- Refer to *Section 5.6 Storefront* for storefront Conservation Strategy.



## 5. CONSERVATION RECOMMENDATIONS

### 5.5.2 DOORWAYS

The northeast façade retains the only original doorway on the ground floor of the Leckie Block. The northwest and rear (southeast) façades also had doorways; however, later interventions have altered the entries on these façades. The arch doorway opening on the northeast façade with its sandstone surround is original. The original door assembly likely consisted of a transom and door configuration, which has since been replaced. A transom is present, although not original, and the door has been boarded over. The doorway on the northeast façade should be preserved and the door and transom rehabilitate using historic precedents as guides as no archival images of the entry have been found.

#### Conservation Strategy: Preservation and Rehabilitation

- Preserve, repair if necessary, and prepare sandstone surround on the northeast elevation for installation of new wood door assembly.
- Manufacturing and installation of rehabilitated, historically appropriate wood door assemblies should be undertaken by a heritage wood door manufacturer and contractor.
- New wood door assemblies to be of solid wood construction and should feature historically appropriate hardware.
- Reuse salvaged sandstone to repair entry where required.
- Prep and finish doors and door frames in appropriate finish, based on finish schedule devised with Heritage Consultant.
- Refer to *Section 5.6 Storefront* for storefront Conservation Strategy.

### 5.6 STOREFRONT

The storefront of the Leckie Block has undergone several iterations over the past century, removing all evidence of the original storefront design and materials. The extant storefront consists of a polished granite veneer, recessed central and side doorways, large glass display windows, and a glass and metal canopy. The original stone storefront cornice is largely still intact.

The original storefront of the Leckie Block was constructed of sandstone and featured three distinct bays; matching what is present on the upper floors of the front (northwest) façade. Within the storefront's three structural bays were four arched openings including two doorways and two windows. The masonry wall of the storefront included

elements such as sandstone voussoirs, watertable, and storefront cornice the latter is still intact. The original basket-handle arched opening of the middle structural bay possessed a central scrolled keystone. The north and middle structural bays each contained a single arched opening with the south bay containing two arched openings. The arched opening in the north structural bay and one of the openings in the south structural bay each contained an above grade recessed entry. The primary entrance was positioned in the north structural bay and may have contained an arched transom and double-door or single-door with sidelight door assembly. The size of the entry in the south structural bay suggests this entry may have consisted of a transom and single man door. Stone or concrete steps provided access to both entries from the sidewalk.

The middle structural bay of the storefront originally had a prominent, large basket-handle arched shaped window opening with central scrolled keystone. A lug sill spanned the entire width of the middle structural bay. Based on archival images, the original window was a triple assembly wood window with 1-over-1 (approximately 1:2 sash ratio) windows flanking a large fixed single-lite window, with a single-lite arch transom.

In addition to an entry, the south structural bay also possessed a tall, arched window similar in height and width to the adjacent doorway. The window contained a large single light sash and arched shaped transom. The opening mechanism, if any, for this window is not known. This window featured a sandstone surround and slip sill.

The original storefront of the Leckie Block also contained three small basement windows - two in the middle structural bay and one below the arched window in the south bay. The exact purpose of these openings and whether they possessed glazing or metal grilles is unknown. The regrading of the street over time and changes to the storefront has resulted in the loss of these basement windows.

The proposed redevelopment of the Leckie Block includes the overall restoration of the storefront level's masonry exterior, cornice, and fenestration openings to reflect its original 1898-99 design. Additionally, aspects of the storefront will be rehabilitated to improve accessibility, changes to the site grade, and to suit the new interior use. Presently, only the sandstone storefront cornice remains largely intact with all other elements of the storefront removed. An entry and window will be reinstated in the openings of the south structural bay which reflects

## 5. CONSERVATION RECOMMENDATIONS



Above: Original design and materials of the Leckie Block storefront (1900).

Below: Renovated Leckie Block storefront (1929) with storefront expanded along northeast laneway façade.





## 5. CONSERVATION RECOMMENDATIONS



Above: Current appearance of Leckie Block storefront with northeast laneway façade infilled and clad in granite rockface veneer. Polished granite tile on the front façade, full-height glass storefront, and glass and metal canopy. The storefront cornice is partially intact except for the bullnose course at the bottom of the cornice.

the original configuration of these openings. Sandstone used in the reconstruction of the storefront should match original in colour, dimensions, finishing and coursing. New historically appropriate wood windows and doors, similar to those visible in available archival images should be installed. To allow for greater accessibility and due to changes in the grading of the street and sidewalk over time, the original stairs to the Granville Street entries will not be restored. Changes to the sidewalk grade also prevents the restoration of the three basement windows of the front façade. The block's original storefront did not include a return along the northwest façade, therefore, the existing granite rockface veneer on this return should be removed and the sandstone exterior restored at this location.

### Conservation Strategy: Restoration and Rehabilitation

- Remove existing storefront and restore sandstone wall of storefront to original 1898-99 design, configuration, and materials.
- If possible, use sandstone salvaged from the building for restoration of the storefront wall, if units are in good condition and dimensions of units permit matching of coursing present on northeast and upper floors of northwest façade. Where new sandstone is required, units are to be similar in appearance, colour, and dimensions as existing units of northeast and upper floor of northwest façades. A rockface finish is to be utilized on the face of the sandstone, with a tooled/combed finish on surrounds of doorways and windows.
- An exterior window and door schedule should be prepared and reviewed by Heritage Consultant prior to the manufacturing of new wood storefront assemblies.
- Manufacturing and installation of wood windows and doors should be undertaken by a heritage wood window and door manufacturer and contractor.
- New windows to be true divide, solid wood sash with through mortise and tenon joints.
- Sandstone surfaces located within any recessed doorway will feature a tooled/combed finish, similar to that found on the extant sandstone window surrounds.
- New wood glazed door assemblies to be of solid wood construction and should feature historically appropriate hardware.
- Ensure restoration of architectural stone elements including the: scroll keystone; voussoirs; moulded window aprons; watertable; and bullnose stringcourse beneath the storefront cornice.

## 5. CONSERVATION RECOMMENDATIONS



Above: Later installed metal cornice and flashing concealing original parapet, cornice, and coping.

Below: Original parapet design and materials of sandstone, coping, and corbelled parapet cornice.



Above: Archival photograph showing flagpoles on roof behind parapet.

- Rehabilitate entries to improve accessibility and code requirements and new interior use in a sensitive manner.
- Preserve and repair where required the extant storefront cornice and its return on the northeast façade including its decorative volute.

### 5.7 ROOF AND PARAPET

The Leckie Block features a flat roof with a slight slope to the rear lane and a sandstone parapet. Along the front (northwest) and northeast laneway elevations, a sandstone parapet of a continuous height exists; however, the parapet of the brick party wall along the southwest elevation is stepped. The original parapet was sandstone with a corbelled cornice. A metal cornice and flashing has been installed on the front and northeast laneway façades which obscures the parapet, coping, and original parapet sandstone cornice. The condition of the parapet and cornice are unknown. The original coping material, its condition, and extent are also unknown. A notable feature



## 5. CONSERVATION RECOMMENDATIONS

no longer present on the roof of the Leckie Block are two flagpoles that were situated at either corner of the front elevation.

The roof was not accessed by the Heritage Consultant as part of the field reviews and the parapet and cornice were observed only from street level. The existing metal cornice and flashing is not original and prevents the parapet, coping, and cornice from being evaluated. The metal cornice and flashing should be removed and a condition assessment of the sandstone parapet and cornice, if the latter is still present, be undertaken. Intact original components of the parapet are to be preserved and repaired in-kind. Missing elements should be restored using archival images as guides. The roof of the Leckie Block will be rehabilitated to permit the construction of the new multi-storey tower.

### Conservation Recommendation: Preservation, Rehabilitation, and Restoration

- Remove metal parapet cornice and flashing along parapet to determine extent intact elements and their deterioration (e.g. sandstone, cornice, and coping) and if any repairs and/or in-kind replacement are required.
- Preserve and/or restore the exterior sandstone parapet and cornice along the front (northwest) and northeast laneway façades.
- If new flashing is required on the parapet, it should be visually compatible and sympathetic to the sandstone.
- Where sandstone is too deteriorated to retain, use salvaged sandstone for repair and replacement work. Where new sandstone is required, units are to be similar in appearance, colour, and dimensions as existing. A rockface finish is to be utilized on the face of the sandstone of the parapet.
- Any necessary cleaning (non-paint removal) of sandstone and other masonry to be carried out using a soft natural bristle brush and mild water rinse. Only chemical restoration cleaners approved by Heritage Consultant may be used. Abrasive cleaning methods of any kind are not permitted under any circumstance.
- All redundant metal inserts and services mounted on the exterior walls should be removed.
- Repointing should only be undertaken by skilled masons. Power tools should be avoided when raking joints. New mortar used for repointing to match existing historic mortar in consistency, composition, strength, colour and pointing profile. Testing to determine composition of original mortar to be

undertake by contractor. Masonry restoration and repointing only to proceed after mock-ups have been reviewed and accepted by the Heritage Consultant.

- If feasible, preserve and repair exposed red brick party wall along southwest elevation.
- Design and install adequate rainwater disposal system and ensure proper drainage from the site is maintained, and their visual impact to the historic fabric is mitigated. Galvanized steel downspouts are recommended. Aluminum in appropriate colours is also acceptable. Paint or provide specification of drainage system elements according to colour schedule devised with Heritage Consultant
- Roof will be rehabilitated through its removal to permit the construction of the new multi-floor tower addition.
- Protect the parapet and interior face of the exterior masonry walls that become exposed due to the removal of the extant roof.

### 5.8 SIGNAGE

Commercial signs are an integral feature of historic commercial buildings. Different types of signs were fabricated in traditional materials with painted or three-dimensional letters, including fascia signs, projecting signs and painted window signs. Signs often reflect the ethnic history of a neighborhood and its character, as well as the social and business activities carried within it, and it is important to preserve or commemorate these markers of the building's social and economic history.

Original tenants of the Leckie Block limited their signage to reverse glass painted window signs. Over time, the storefront signage evolved to included illuminated signs. Today, the Leckie Block features 3D channel letters and blade signs below the contemporary storefront canopy.

When considering new signs on a heritage building, to minimize the contrast and visual impact modern signs may have against the heritage building, new signs should be designed in accordance with Parks Canada *Standards and Guidelines*, which states that: "new signage should be compatible with the building in terms of size, scale, material, style and colour. In addition, new signs should not obscure, damage or destroy character-defining elements of the building". It is recommended that any new signage draws upon historic precedents and are compatible aesthetically with the restoration period of the Leckie Block.

## 5. CONSERVATION RECOMMENDATIONS

### **Conservation Strategy: Rehabilitation**

- New signs can be influenced by historical signs on the building, signs from an earlier era or contemporary materials that are sympathetic to the building.
- Sign fixings or hangers should be carefully attached to the building in the least intrusive manner possible. On masonry walls, consider attaching into mortar rather than brick or stone.
- Future tenant signage will require a City of Vancouver sign application and must conform to applicable bylaws.

### **5.9 EXTERIOR COLOUR SCHEDULE**

Part of the restoration process is to finish the building in historically appropriate paint colours. A colour scheme can be derived through on-site paint sampling and microscopic paint analysis. Further on-site analysis is required to determine if any original painted elements remain or if evidence of past paint application is present on the building.

Prior to final paint application, samples of the derived colour scheme should be placed on the building to be viewed in natural light. Final colour selection can then be verified.

### **Conservation Strategy: Investigation**

- Carry out on-site collection of paint chips from original painted elements, if possible.
- Restore with appropriate historic colour scheme for exterior painted finishes.



**524-526 Granville Street  
PUBLIC BENEFITS SUMMARY**

**Project Summary:**

Proposal for a 24-storey strata-titled office building containing commercial and office uses and the retention and restoration of the principal and north facades of the existing heritage building at 524-526 Granville Street.

**Public Benefit Summary:**

The proposal will provide DCLs, a public art contribution, a cash community amenity contribution and heritage retention and restoration of the principal and north facades of the building located at 524-526 Granville Street.

	<b>Current Zoning</b>	<b>Proposed Zoning</b>
Zoning District	DD	CD-1
FSR (site area = 5,996 sq. ft.)	9.0	21.5
Floor Area (sq. ft.)	53,964 sq. ft.	128,586 sq. ft.
Land Use	Commercial	Commercial

**Summary of Development Contributions Expected Under Proposed Zoning**

City-wide DCL <sup>1</sup>	\$1,979,452
Utilities DCL <sup>1</sup>	\$684,506
Public Art <sup>2</sup>	\$254,599
Community Amenity Contribution - Cash	\$2,867,000
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>	<b>\$ 5,785,557</b>

**Other Benefits** (non-quantified): Conservation and rehabilitation of the principal and north facades of the existing building, valued by the applicant at \$2,213,000.

<sup>1</sup> Based on DCL by-laws and rates that are in effect as at September 30, 2021; by-laws are subject to future adjustment by Council, including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's [DCL Bulletin](#) for details.

<sup>2</sup> Based 2016 rates; rates are subject adjustments, see [Public Art Policy and Procedures for Rezoned Developments](#) for details.

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## 524-526 Granville Street APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

### APPLICANT AND PROPERTY INFORMATION

<b>Street Address</b>	524-526 Granville Street
<b>Property Identifier (PID) &amp; Legal Description</b>	Lots 35 and 36, Block 33 District Lot 514 Plan 210; PIDs 006-514-278 and 006-514-316, respectively
<b>Property Owner</b>	BP Real Estate Inc. (Inc. No. BC0971404)
<b>Architect</b>	Perkins + Will Canada Architects

### SITE STATISTICS

<b>Site Area</b>	557 sq. m (5,996 sq. ft.)
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### DEVELOPMENT STATISTICS

	<b>Permitted Under Existing Zoning</b>	<b>Proposed</b>
<b>Zoning</b>	DD (Downtown District)	CD-1
<b>Uses</b>	Cultural and Recreational Institutional Office Retail Service	Cultural and Recreational Institutional Office Retail Service
<b>Max. Density</b>	9.0 FSR	21.5 FSR
<b>Floor Area</b>	5,014 sq. m (53,970 sq. ft.)	11,946 sq. m (128,586 sq. ft.)
<b>Maximum Height</b>	Outright: 18.3 m (60 ft.) Discretionary: 137.2 m (450 ft.)	Top of parapet 97.4 m (320 ft.)
<b>Parking, Loading and Bicycle Spaces</b>	Per Parking By-law	<div>Parking 0</div> <div>Bicycle Parking 95</div> <div>Loading Spaces 3</div>
<b>Natural Assets</b>	0 existing on-site by-law trees 1 City tree	N/A

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