CITY OF VANCOUVER

COUNCIL REPORT

Report Date: January 27, 2025
Contact: Jason Olinek
Contact No.: 604.873.7492
RTS No.: 17797
VanRIMS No.: 08-2000-20
Meeting Date: May 6, 2025
Submit comments to Council

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: Heritage Incentive Program (HIP) 2024 Update and Grant Recommendation for 355 Burrard Street (Marine Building)

Recommendations

A. THAT Council receive for information an update on the implementation of the Heritage Incentive Program.

B. THAT Council approve a Heritage Incentive Program grant of up to $4 million for the heritage rehabilitation and seismic upgrade of the Marine Building located at 355 Burrard Street, as described in DB-2024-03407, the source of funding from the approved 2023-2026 multi-year capital budget for Heritage Incentive Program Grants.

C. THAT Council authorize the City to enter into an agreement with the owner of 355 Burrard Street, to be registered in the Land Title Office as covenant under Section 219 of the Land Title Act.

D. THAT the agreement described above shall be prepared and registered to the satisfaction of the Director of Legal Services, in consultation with the General Manager of Planning, Urban Design and Sustainability.

The proposed grant in Recommendation B requires affirmative votes of 2/3 of all votes cast per Section 206(2) of the Vancouver Charter.

Purpose and Executive Summary

This report provides an update on the implementation of the Heritage Incentive Program (HIP), and seeks Council's approval for an HIP grant for the Marine Building at 355 Burrard Street. The project is an active combined development and building permit application (DB-2024-03407) concurrently under staff review for permit issuance.

Staff recommend approval of a grant of up to $4 million to assist with eligible costs related to envelope rehabilitation and seismic upgrading of the designated heritage building. The recommended grant is subject to the project meeting the policy framework and requisite standards outlined in the Heritage Incentive Program (HIP) Policies and Procedures. The recommended grant would come from the available funding in the Heritage Conservation Reserve.

Council Authority/Previous Decisions

On June 29, 2022 (RTS 14879), Council approved the 2023-2026 Capital Plan that includes multi-year capital project budget for heritage grant programs. A total of up to $15 million over four years is allocated to support heritage rehabilitation and seismic upgrading projects under the Heritage Incentive Program.

On March 13, 2019 (RTS 12903), Council approved the HIP for the initial four-year term, and extended the updated Heritage Façade Rehabilitation Program (HFRP) for the additional term, 2019-2022.

Council may provide financial assistance for the conservation of protected heritage property by an affirmative vote of 2/3 of all votes cast, pursuant to Section 206(2) of the Vancouver Charter. Such financial assistance may be subject to any terms and conditions the Council considers appropriate, including provision of a covenant under section 219 of the Land Title Act that relates to the conservation of heritage property.

Relevant Council Policies:

- Vancouver Heritage Program
- Heritage Incentive Program (HIP) Policies and Procedures (September 2020)

City Manager's Comments

The City Manager concurs with the foregoing recommendations.

Context and Background

The Heritage Incentive Program (HIP) is a Council-approved heritage grant program to support conservation of heritage properties citywide. HIP grants are available for privately-owned commercial and non-commercial properties that meet eligibility criteria, as well as those City-owned properties operated by a non-profit organization under a long-term lease agreement.

The HIP encourages citywide heritage conservation and seismic upgrades of buildings constructed primarily of unreinforced masonry including when combined with heavy-timber post-and-beam, structural steel, unreinforced concrete, or other historic period structural assemblies, that are listed on the Vancouver Heritage Register (VHR) and protected by heritage designation bylaw. The HIP replaced the Heritage Building Rehabilitation Program (HBRP) that expired in 2015.

The HIP provides grants of up to $100 per sq. ft. of the total floor area of the building, limited to a maximum of 50% of the eligible heritage conservation construction costs, not to exceed $4,000,000 per property. High levels of retention, heritage conservation, and seismic upgrade are mandatory.

Discussion

2019-2022 Heritage Incentive Program Update

Council approved four (4) HIP grants during the initial four-year term (2019-2022):

1. HIP grant of up to $2,965,900 approved for 1012 Nelson Street, St. Andrew's-Wesley United Church (released on November 2021)
2. HIP grant of up to $2,875,415 approved for 128 West Pender Street, Sun Tower (released on December 2021)
3. HIP grant of up to $991,700 approved for 302 Water Street, Edward Hotel
4. HIP grant of up to $2,925,875 approved for 510 W Hastings Street, Standard Building

To date, the first two approved HIP grants were released upon completion of the respective projects in 2021. The other two grants are anticipated to be released when the respective projects are satisfactorily completed in 2025 or 2026.

2023-2026 Heritage Incentive Program Update

On June 29, 2022, Council approved the 2023-2026 Capital Plan that includes multi-year capital project budget for the Heritage Incentive Program (HIP).

For the HIP 2023 cycle, staff received expressions of interest, but no formal application were received or approved by Council.

The HIP 2024 cycle was considered in two phases: pre-application (deadline extended until July 26, 2024) and application phase (deadline extended until November 1, 2024). Two expressions of interest were received during pre-application for staff consideration, but only one submitted complete documentation at the application phase. The outcomes of the evaluation process are provided in Table A: HIP 2024 Evaluation Summary, with details of the eligible application presented in subsequent sections:

1. 915 West Hastings Street, Vancouver Club (eligible; incomplete application)
2. 355 Burrard Street, Marine Building (eligible and proceeding)

355 Burrard Street, Marine Building

Heritage Value – The Marine Building is a municipally designated heritage building, characterized as a multi-storey, steel-frame structure with masonry cladding (primarily brick, terra cotta, and granite). Completed in 1930, it is considered a landmark structure that is a premier example of Art Deco architecture in western Canada.

The heritage value of the historic Marine Building is outlined in the Statement of Significance (refer to Appendix A), and includes the following: its association with the turbulent interwar development history of Vancouver and the financial collapse of 1929; iconic Art Deco architecture, recognized as one of the City's most important landmarks; and as the masterwork of architects McCarter & Nairne as well as the contribution of numerous exceptional craftspeople, designers, and artists in the realization of its outstanding design.

Scope of Work – The verifiable heritage rehabilitation and seismic upgrading that were assessed as eligible for a grant under the HIP are set out within the combined development and building permit (DB-2024-03407) currently under staff review.

The eligible scope of conservation work includes the following:

- pinning and anchorage of exterior masonry elements (brick, terra cotta and granite);
- repair, replacement and/or addition of shelf angles;

- repair and/or replacement of masonry units to match original;
- masonry cleaning and targeted repointing; and,
- abatement of hazardous materials related to work above.

Eligible Grant – Staff is recommending an HIP grant of up to $4 million for Council approval based on the formula for maximum eligible grant. The size of the building is beyond 40,000 square feet, and the eligible cost related to the heritage conservation work described above was determined as $9,108,125, which is beyond the minimum eligible cost of $8,000,001 required to qualify for the maximum grant.

The cost estimate for the scope of work contemplated in the application was reviewed by Real Estate, Environment & Facilities Management (REFM), and was deemed eligible and in line with industry standards.

Financial Implications

The source of funding for the heritage grant programs are based on multi-year capital project budget that have already been allocated in the Capital Plan 2023-2026 for this purpose. Council approved up to $15,000,000 allocation from the Heritage Conservation Reserve to fund the HIP, with the annual funding limited to the actual balance of the Heritage Conservation Reserve at the time when applications are being considered.

Heritage Conservation Reserve Update

The primary funding source for the HIP are allocations from Community Amenity Contributions (CACs) mainly collected from Downtown District and West End rezoning projects (10% allocation) and Cambie Corridor rezoning projects (5% allocation). Another source of funding is through the purchase of Heritage Amenity Shares from Zoning Districts C-3A, C-5, C-5A, C-6, RM-5, RM-5A, RM-5B, RM-5C, RM-5D, and the Downtown Official Development Plan, which allow an increase to the permitted floor area up to a maximum of 10% through the purchase of amenity shares for heritage conservation.

The Heritage Conservation Reserve had an actual balance of $15.2 million as of December 2024. Should Council approve the total recommended grant up to $4 million, the total grant commitments in the Heritage Conservation Reserve will be approximately $7.9 million. This also includes the $3.9 million in pending grant releases.

It is expected during the next four-year term that CAC allocations will continue to accumulate and ensure the viability of the HIP, subject to citywide rezoning activities and the CAC payments received.

Legal Implications

Should Council approve the proposed HIP grant, the applicant will be required to enter into a legal agreement with the City. The agreement will be prepared by Legal Services and, once finalized with the applicant, will be registered against title of the property as a covenant under Section 219 of the *Land Title Act*. The agreement will require that the conservation work (including seismic upgrades) be supervised by a qualified heritage consultant and will contain the terms and conditions upon which the grant is to be paid once the conservation work is complete. It will also require the owner of the property to keep the heritage building in good appearance and good repair after completion of the conservation work.

Should the owner decide to further develop the property in respect of which the HIP grant was provided, and by doing so potentially diminish the historic integrity of the designated heritage property, or if the property is subject to a major redevelopment proposal within the period of fifteen years after completion of the conservation work, the full refund of the grant may be required.

Conclusion

During the initial term of the Heritage Incentive Program (2019-2022), Council approved four projects to a total commitment of $9,758,890. HIP grants totalling $5,841,315 have been released as of December 2022, while additional grants totalling $3,917,575 are pending release upon completion of approved projects in the following years.

Staff received no formal applications in 2023. Two eligible expressions of interest were invited to proceed to HIP application phase in 2024, but staff received only one complete application by the end of the year.

Staff recommend that Council support the allocation of up to $4 million from approved 2023-2026 multi-year capital budget for Heritage Incentive Grants to the eligible HIP applicant as outlined in this report, and authorize staff to proceed with preparing a legal agreement between the applicant and the City to ensure the continued maintenance of the heritage property.

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MARINE BUILDING
STATEMENT OF SIGNIFICANCE
355 BURRARD STREET, VANCOUVER

APPENDIX A

FEBRUARY 2025

DONALD LUXTON
AND ASSOCIATES INC

STATEMENT OF SIGNIFICANCE: MARINE BUILDING

Name: Marine Building
Address: 355 Burrard Street, Vancouver, British Columbia
Original Owner: Stimson's Canadian Development Co.
Date of Construction: 1929-1930
Architects: McCarter and Nairne
Builder: E.J. Ryan Contracting Co. Ltd.
Terra Cotta: Gladding McBean (Plant: Auburn, Washington)
Ornamental Plasterwork: Alimando Fabri, Sculptor.
Interior Decorating and Painting: John Greed.

DESCRIPTION OF THE HISTORIC PLACE

The Marine Building is a steel frame, brick and terra cotta clad skyscraper located at 355 Burrard Street at the edge of Vancouver's business district and the Port of Vancouver. This landmark office building, completed in 1930, is an outstanding example of Art Deco architecture in western Canada.

HERITAGE VALUE OF THE HISTORIC PLACE

The Marine Building, constructed 1929-30, is significant for its: association with the turbulent late interwar development of Vancouver; history of ownership and occupancy; iconic Art Deco architecture; and association with architects McCarter & Nairne and associated craftspeople, designers, and artists.

The Marine Building is valued for its association with Vancouver's post-WWI economic resurgence due in large part to the increase in the movement of grain through the Port. This sparked a need to centralize booming port activities, such as the Merchants' Exchange and Board of Trade. The building included an Exchange Room with expansive harbour views. At more than double its projected cost, the Marine Building was completed in October 1930, by which time many businesses had collapsed due to the Great Depression; G.A. Stimson and Co. itself was a casualty. The Marine Building is a tangible example of the interwar boom and bust economy, with the conception of the city's most opulent building and, two years later, the bankruptcy of its financier.

The Marine Building is significant for its history of development, ownership, and occupancy. Toronto-based G.A. Stimson and Co. Ltd. financed the construction of the Marine Building as an opportunity to expand the company into Western Canada. Following Stimson's collapse, the building was offered to the City of Vancouver for $1,000,000 for use as its City Hall, but the City declined and the building was sold to the British Pacific Building Co. for $900,000. The British Pacific group of companies had been formed by B.C.-born entrepreneur A.J.T. Taylor to develop land on the north side of Burrard Inlet by constructing a privately-funded bridge. Taylor, who had worked for a number of years in England, used the Marine Building as a demonstration of Vancouver's potential, and converted the unused observation deck into a lavish penthouse His entrepreneurial vision attracted the Guinness family as investors in his massive land deal, leading to the construction of the Lions Gate Bridge and development in West Vancouver that continues today. Since its occupancy, the Marine Building has housed many prestigious tenants, including its architects McCarter & Naime from 1930 until 1980.

The Marine Building is valued as an iconic example of Art Deco architecture. Known for its sleek geometric forms and exuberant detailing, Art Deco expressed the technology and modernism of the 1920s. The Marine Building was at the forefront of this trend, with its vertical expression and setbacks, celebrating the ocean and seaport and described by McCarter & Nairne as 'some great crag rising from the sea, clinging with sea flora and fauna, tinted in sea-green, touched with gold.' The terra cotta reliefs include marine and air transportation motifs while the public areas display stunning workmanship throughout, representing the last gasp of the era of handcrafted buildings. The tallest office building in western Canada when completed, the Marine Building is an Art Deco architectural landmark.

The Marine Building is significant for its association with architects, McCarter & Nairne. The firm's stellar reputation led to commissions for their best-known designs, the Medical-Dental Building, 1928-29, and this, the Marine Building, 1928-30, two of Vancouver's first, and most architecturally impressive skyscrapers. During the postwar years McCarter & Nairne continued to flourish, their most important postwar work being the monumental Vancouver General Post Office, built 1953-58. The realization of the landmark Marine Building would not have been possible without the artists, craftspeople, and subconsultants who worked on the project. In particular, contractors E.J. Ryan Construction Co. Ltd., who also constructed the landmark Hotel Vancouver, and interior designer John T. Greed, who is credited with much of the elaborate design work of the Grand Concourse. The Marine Building remains the masterwork of McCarter & Nairne.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Marine Building include but are not limited to its:

- landmark location at the junction of Burrard, West Hastings, and West Cordova Streets, along the harbour;

- all original Art Deco style motifs that contribute to its overall harmonious design including seahorses, marine life, sea plants, and famous ships, as well as marine and air transportation motifs including steamships, trains, airplanes, and zepplins; and
- continuous use as an office building since its opening in 1930.

Siting:

- situated at the north edge of Vancouver's business and financial district, terminating at Hastings Street on the escarpment at the original waterfront of Burrard Inlet;
- irregular shaped building footprint;
- construction to lot lines; and
- design of viewing tower on axis with Hastings Street.

Exterior:

- form, scale, and massing including its: trapezoidal base and stepped back massing below pyramidal roof; varied height, including but not limited to four-storey southern wing, ten-storey northern wing, and central stepped tower reaching to 19 storeys; two main elevations on Hastings Street and Burrard Street;
- steel and masonry construction including granite base, brown brick and polychrome terra cotta cladding;
- Art Deco architectural style characterized by, but not limited to: low relief panels inspired by marine themes, including the progress of transportation with steamships, trains, airplanes and zeppelins; detailed parapet; recessed Burrard Street arched entrance with screen of six stylized Canada geese set against stylized long sun rays over bronze-framed entries, with double revolving wood doors with inset glazing echoing the building's step-back massing;
- fenestration including: large multi-assembly windows on the ground floor; single assembly window openings on the upper floors; surviving double-hung wooden sash at the lower levels; and mahogany window and door assemblies with upper taper and horizontal muntins at the penthouse level; and
- original ornamented entries on the two main facades.

Interior:

- Art Deco marine and zodiac motifs of the ninety-foot long lobby concourse including:
    - Multi-coloured glass panels at each end of the Grand Concourse that echo the sunrise and sunset;
    - vaulted cast plaster ceiling and the north wall's frieze of 'lobsters, crabs, prawns and starfish crawling through a waving forest of seaweed;'
    - projecting cast plaster ships' prows with concealed lamps under the balustrade of the second-storey gallery;
    - the largest known installation of Batchelder tiles, finished in a rich leather-tone glaze, the last one placed upside-down as a deliberate mistake;
    - cast brass elevators doors, with the Star of the Sea above engraved clusters of sea plants;
    - two former phone booths;
    - wall mounted clock;
    - other original cast brass work including a step-massed mail box, radiator covers with a bull rush motif, and signs;
    - blue tiles above the elevator doors and the intricate parquetry of the elevator cabs; and
    - the gallery railings, with bull rush and marine motifs.
- The mahogany window and door assemblies with original hardware, mahogany detailing, black marble fireplace mantle, and intricate bathroom tiling of the original penthouse.

RESEARCH SUMMARY

Name: Marine Building
Address: 355 Burrard Street, Vancouver, British Columbia
Original Owner: Stimson's Canadian Development Co.
Date of Construction: 1929-1930
Architects: McCarter and Nairne
Builder: E.J. Ryan Contracting Co. Ltd.
Terra Cotta: Gladding McBean (Auburn, Washington plant)
Ornamental Plasterwork: Alimando Fabri, Sculptor
Interior Decorating and Painting: John Greed

BUILDING PERMITS:

- City of Vancouver B-24816; Owner: Stimson's Co.; Architect: McCarter & Nairne; Builder: Ryan, E.J.; Legal Address: DL: 185 Block: 1 Lots: 1 & 2; Date: 1929-03-13; Address: 355 Burrard Street; Value: $20,000; Remarks: Office/Store; New.
- City of Vancouver B-26032; Owner: Stimson's Co.; Architect: McCarter & Nairne; Builder: Ryan, E.J.; Legal Address: DL: 185 Block: 1 Lots: 1 & 2; Date: 1929-05-14; Address: 355 Burrard Street; Value: $25,000; Remarks: Office/Store; New.
- City of Vancouver B-26865; Owner: Stimson's Canadian Development Co. [Marine Building]; Architect: McCarter & Nairne; Builder: E. J. Ryan Contracting; Legal Address: DL: 185 Block: 1 Lots: 1 & 2; Date: 1929-07-02; Address: 315-385 [355] Burrard Street; Value: $1,250,000.00; Remarks: Office/Store; New;

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- 1929. Frank, L. Clearning Marine Building site [VPL 11984]
- 1929. Frank, L. Clearning Marine Building site [VPL 11985]
- 1929. Frank, L. Marine Building under-construction [VPL 10480]
- 1929. Frank, L. Marine Building under-construction [VPL 10480A]
- 1929. Frank, L. Marine Building under-construction [VPL 10480B]
- 1929. Frank, L. Marine Building under-construction [VPL 10480C]
- 1929. Frank, L. Marine Building under-construction [VPL 11987]
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- 1930 Frank L Exterior [VPL 12009]
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- 1930. Broadbridge, R. Marine Building [VPL 8456]
- 1930. Broadbridge, R. Marine Building [VPL 8456A]
- 1930. Frank, L. Entrance to the Marine Building [VPL 12010]
- 1930. Frank, L. Marine Building [VPL 12006]
- 1930. Frank, L. Marine Building [VPL 12009]
- 1930. Frank, L. Marine Building interior [VPL 12011].tif
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- 1930. Frank, L. Marine Building opening [VPL 12013]
- 1930. Frank, L. Marine Building under-construction [VPL 11995]
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- 1930. Frank, L. Marine Building under-construction [VPL 11997]
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- 1930. Frank, L. Marine Building under-construction [VPL 11999]
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- 1972. Grice, A. Marine Building [CVA 70-19]
- 1972. Grice, A. Marine Building interior [CVA 70-20]
- 1972. Grice, A. Marine Building interior [CVA 70-21]
- 1972. Middleton, W.E.K. Marine Building entrance [VPL 54563]
- 1972(ca.) Grice, A. Entrance detail on the Marine Building [CVA 70-98]
- 1972(ca.) Grice, A. Marine Building interior [CVA 677-915]
- 1972(ca.) Grice, A. Window detail on the Marine Building [CVA 677-917]
- 1973. Middleton, W.E.K. Marine Building [CVA 293-052.1]
- 1973. Middleton, W.E.K. Marine Building [CVA 293-052]
- 1974. Hastings and Burrard intersection [CVA 1095-00269]
- 1974. Hastings and Burrard intersection [CVA 1095-00273]
- 1974. Hastings and Burrard intersection [CVA 1095-00274]
- 1976. Marine Building [CVA 1095-13683]
- 1976(ca.) Detail of Marine Building [CVA 1095-13657]
- 1976(ca.) Detail of Marine Building [CVA 1095-13658]
- 1976(ca.) Detail of Marine Building [CVA 1095-13659]
- 1976(ca.) Detail of Marine Building [CVA 1095-13660]
- 1976(ca.) Detail of Marine Building [CVA 1095-13661]

- 1930(ca.) Hill, A.E. Marine Building under-construction [CVA 301-03]
- 1930(ca.) Looking north along Burrard Street to Marine Building [CVA 239-21]
- 1930(ca.). Thomson, S. Marine Building [CVA 99-3791]
- 1930s. Frank, L.J. Marine Building [CVA Bu P22]
- 1930s. Marine Building [CVA Van Sc P56]
- 1930s. Vancouver, BC. The Coast Publishing Co. [CVA AM1052 P-234]
- 1931. Frank, L. First Floor Plan of the Marine Building [VPL 12016]
- 1931. Frank, L. North along Burrard Street [VPL 4460]
- 1931. Thomson, Stuart. Marine Building [CVA 99-2576]
- 1931(ca.) Spalding Joseph F. Marine Building [CVA 371-1157]
- 1932. Marine Building [CVA Bu N18]
- 1933. Frank, L. Marine Building [VPL 10009]
- 1933(ca.) Crookall, J. Entrance to the Marine Building [CVA 260-1433]
- 1933(ca.) Crookall, James. Marine Building [CVA 260-1434]
- 1933(ca.) Crookall, James. Marine Building [CVA 260-1441]
- 1935. Frank, L. Interior of observation tower in the Marine Building [VPL 14662]
- 1935. Moore, W.J. Marine Building [CVA Bu N7]
- 1936. Frank, L. Interior of apartment in the Marine Building [VPL 12021].tif
- 1936. Haspel, Karl. Marine Building [CVA 300-8]
- 1976(ca.) Detail of Marine Building [CVA 1095-13663]
- 1978. Marine Building Penthouse [Postmedia]
- 1980s(ca.) Marine Building entrance [CVA 780-20]
- 1980s(ca.) Marine Building entrance [CVA 780-31]
- 1984. Downtown Vancouver. Allen Aerial Photos Ltd. [CVA 1376-511]
- 1985. 355 Burrard Street [CVA 791-0337]
- 1985. 355 Burrard Street [CVA 791-0338]
- 1985. 355 Burrard Street [CVA 791-0339]
- 1985. 355 Burrard Street [CVA 791-0342]
- 1985. 355 Burrard Street [CVA 791-0343]
- 1985. Detail of Marine Building [CVA 791-0344]
- 1985. Detail of Marine Building [CVA 791-0345]
- 1985(ca.) 355 Burrard Street [CVA 790-1760]
- 1986. 355 Burrard Street [CVA 791-1208]
- 1986. 355 Burrard Street [CVA 791-1209]
- nd. Detail of Marine Building Entrance [Unknown Source]
- nd. Detail of Marine Building radiator screen [Unknown Source]
- nd. Detail of Marine Building side entrance [Unknown Source]
- nd. Frank, L. Marine Building elevator lobby [VPL 14664]
- nd. Frank, L. Marine Building elevator lobby [VPL 14664A]
- nd. Frank, L. Marine Building elevator lobby [VPL 14664B]

SELECT ARCHIVAL ARTICLES AND IMAGES

MARINE BUILDING SUPPLEMENT

THE VANCOUVER SUN

TUESDAY, OCTOBER 7, 1930

MARINE BUILDING SUPPLEMENT

Marine Building Centralizes Trade of the Port of Vancouver

Photo by Leonard Frank

McCarter & Nairne, Architects

HEAD OF FIRM

LIEUTENANT COLONEL F. G. JOHNSTON, M.C. President of G. A. Stimson & Co. Ltd., whose firm was instrumental in the financing of the Marine Building.

EVIDENCE of the growth of Vancouver into one of the world's greatest ports is forthcoming on every side, but it is doubtful whether there is any more pregnant sign than that of the necessity which has arisen for finding adequate accommodation for those merchants who are connected with the foreign trade of the port.

To meet this pressing need the Marine Building has come into existence. In 1928 when the project of its construction was first conceived by Lieut. Commander J. W. Hobbs of Vancouver, the Merchants' Exchange, the Board of Trade and prominent firms and citizens endorsed it. Lieut. Colonel F. G. Johnston, president of G. A. Stimson & Co. Ltd., the oldest bond house in Canada, offered the firm's services in the financing of the building—and the proposal went on to fruition.

The Merchants' Exchange and the Board of Trade gave their support by contracting to take quarters in the new building. Leading merchants followed suit and Vancouver now has a centralized building of exquisite design, built to meet the requirements of the trade, and wherein are housed many of the factors that have made Vancouver a world port.

The need for centralization of the firms engaged in the export trade and shipping of the port has become increasingly evident and the opportunity now presents itself for all principal grain, shipping, lumber, insurance, import and export merchants to find such accommodation under one roof.

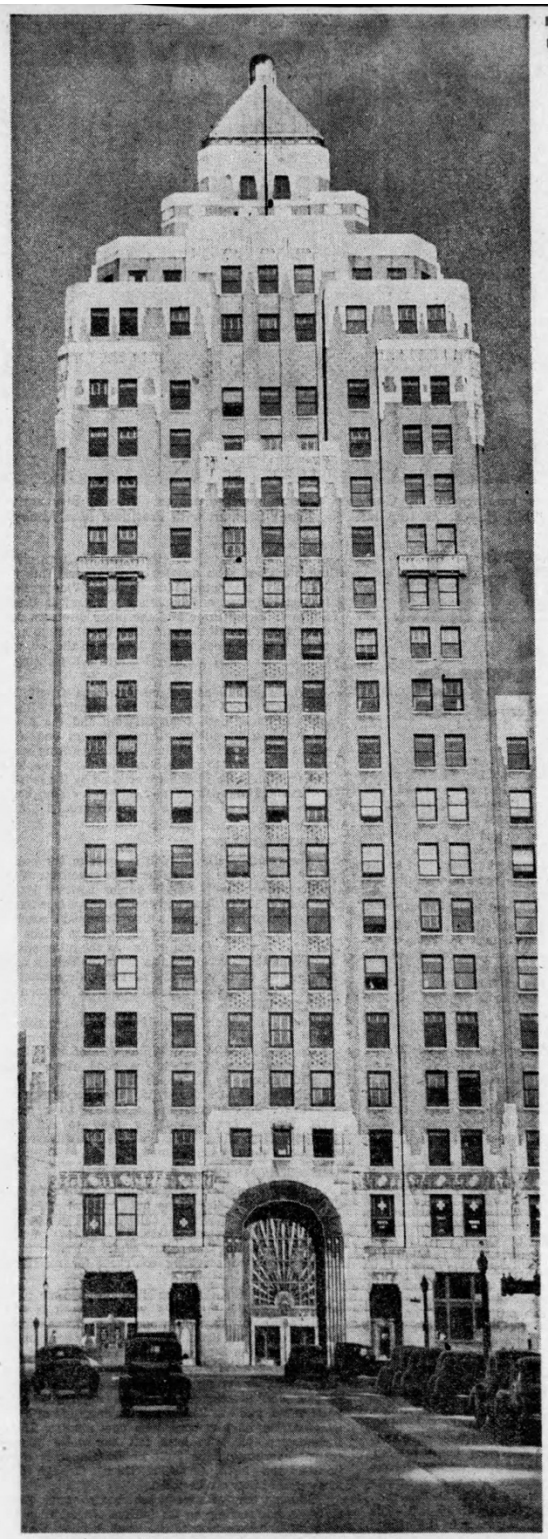
A central position and proximity to the waterfront were two essentials for the location of the building, and in the Marine Building these have been attained. It commands an unrivalled scenic view of the harbor and city, and dominates the financial section of Vancouver.

Continued on Page Six

VICE-PRESIDENT

LIEUT. COMMANDER J. W. HOBBS Vice president of G. A. Stimson & Co. Ltd., who has been an active factor in securing the Marine Building for Vancouver.

1930-10-07 *Vancouver Sun* (Marine Building Supplement) pg.01



Marine Building has twenty-five stories but you can't tell it from this view as four are below Burrard street level.

It's Still Our Tallest

Some surprising facts about Vancouver's Marine Building

By GEORGE CLASSEN

TENS of thousands of Vancouverites look daily at the tall, white-topped building towering like an obelisk at the junction of Hastings and Burrard Streets. To travellers, home-coming by water, it is a familiar landmark, a beacon that greets them when they are still far from their dock. Flyers also see it standing out from other downtown buildings. And every day, thousands of visitors, business and otherwise, walk through its double revolving doors and ride its elevators. But like so many familiar things, few people really know much about the Marine Building.

LOWER GROUND

It is, of course, British Columbia's tallest office block. If other buildings seem taller when looked at from the distance, this is due to the fact that the Marine Building stands on lower ground. It rises no less than four hundred and fifty feet into the air and consists of twenty-five stories, of which four are below the Burrard street level. It contains 154,000 square feet of rentable space, excluding halls, corridors, utility and maintenance space. The office space is shared by no fewer than one hundred businesses, among which Standard Oil and the United States Consulate are some of the largest users.

Space is rented per square foot per annum, and the cost is in keeping with the magnificence of the premises. The management does not care to have its actual rental rates publicized, but to give you an idea we might say that offices the size of an average one-storey family house would rent for about two thousand dollars a year or more.

As every self-respecting Vancouverite should know, the Marine Building was inaugurated in the year 1930. It was two years a-building, and the architects were the firm of McCarter & Nairne, whose present address is (you've guessed it) 355 Burrard. The building's skeleton consists of reinforced steel, a sturdy material; no matter what people say about tall buildings, not the slightest tremor or swaying was ever felt on any of the 25 floors.

Perhaps the most startling statistic of all is that of the building's nine-to-five population, by actual count no fewer than thirteen hundred and fifty persons! The working populations of quite a few British Columbia towns would fit in there.

RAN OUT OF FUNDS

Two-and-a-half million dollars were spent on the construction of the Marine Building. The financing history is so confused that it would require a Wall Street expert to disentangle. Suffice it to say that the original builder's funds ran out one way or another, and the British Properties interests had to step in. They still own the building.

Unlike its much grander cousin, New York's Empire State, the Marine Building has no observation platform at the top, at least not at present. It did have one, and people used to be charged a quarter for the privilege of gazing upon the city and the harbor from the height of four hundred feet. After a while it was found that the fee did not pay the wages of the attendant on duty, and so, in a magnanimous mood, the management discharged him and everyone was admitted free. The result, of course, was that hordes of school children crowded into the elevators every day, claiming that the rarified air up top helped them solve their problems in higher mathematics. The management took this with a grain of salt, and when the children became too great a nuisance to everyone, the platform was closed.

SIGHTSEERS COME

Tourists and sightseers still flock to the building, though, and it has been suggested by some sly characters (men, no doubt) that they come as much to gaze at the pretty elevator operators as for any other purpose. Checking up on this rumor, we found that the elevator girls are indeed uniformly good-looking, but the building management disclaims any responsibility in that direction.

"We don't go in for that Hollywood stuff, such as sending the operators to the hairdresser once a week on company expense—a thing that is done by some American companies. All we ask is that the operators be of neat appearance and of good family, and that they stick to the job. We're not looking for girls who regard their job here merely as a stepping stone toward modeling or acting glamor."

There are five passenger elevators (plus two not generally used by the public) and eight operators, supervised by a starter who stands in a wall-niche on the main floor and operates a switchboard, giving push-button directions to the crew.

If ever all the elevators should break down—which is not likely to happen—the building's occupants could use two sets of stairs, one of which serves as a concrete-enclosed fire-escape.

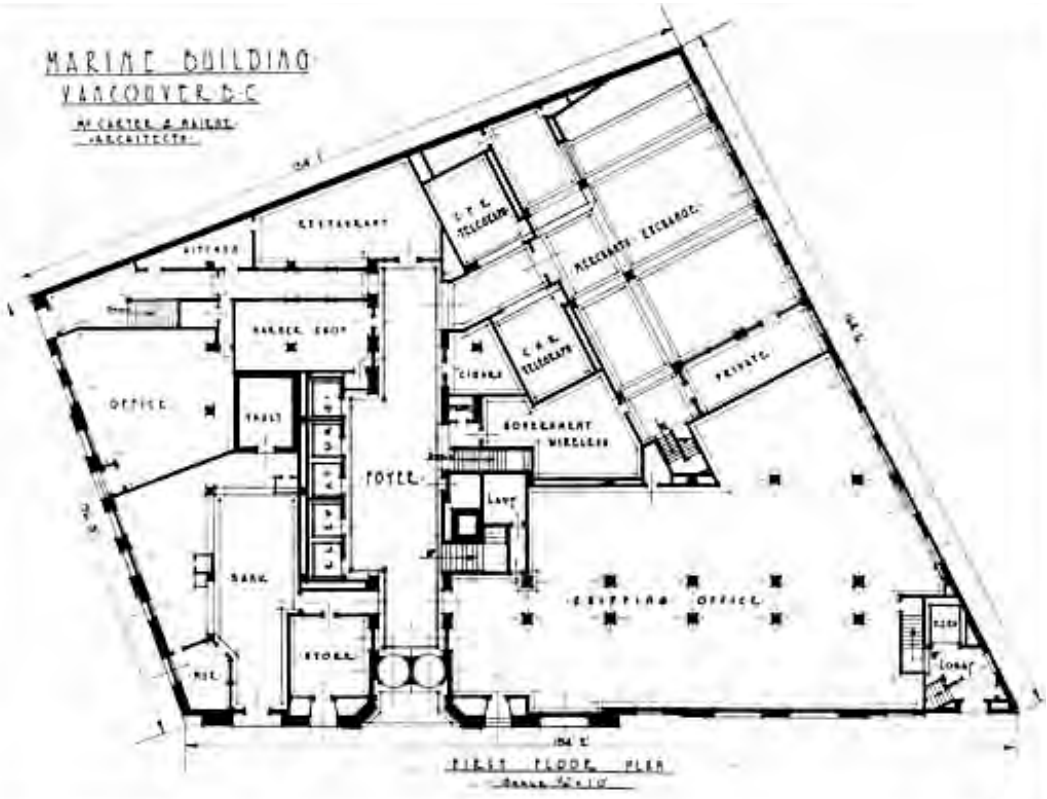
BIG HEATING BILL

It takes a full-time maintenance staff of forty-five persons, about half of them cleaning women, to keep the building running and tidy. Heat is provided by low pressure steam, and the fuel oil bill comes to some eight thousand dollars a year.

The Marine Building has seen quite a few distinguished visitors in its time, among whom the most prominent was probably Lord Tweedsmuir, then Canada's Governor General.

All in all, it is quite a house to call a home, but if the perusal of this article should give you any ideas about renting a few square feet in there for yourself, you are probably in for a disappointment: There is no space available at present.

1955-06-11 *Vancouver Sun* (About BC Magazine) pg.05



1931. Frank, L. First Floor Plan of the Marine Building [VPL 12016]

Merchant's Exchange, Marine Building, October 1, 1930. [Leonard Frank, photographer. VPL #12012

1929. Frank, L. Marine Building under-construction [VPL 11993B]

1930. Frank, L. Marine Building under-construction [VPL 11996]

1930 Frank L Exterior [VPL 12009]

1930. Frank, L. Marine Building [VPL 12006]

1935. Moore, W.J. Marine Building [CVA Bu N7]

1933(ca.) Crookall, J. Entrance to the Marine Building [CVA 260-1433]

1930. Frank, L. Marine Building interior [VPL 12011]

1930. Frank, L. Marine Building interior [VPL 12020]

1935. Frank, L. Interior of observation tower in the Marine Building [VPL 14662]

1936. Frank, L. Interior of apartment in the Marine Building [VPL 12021]

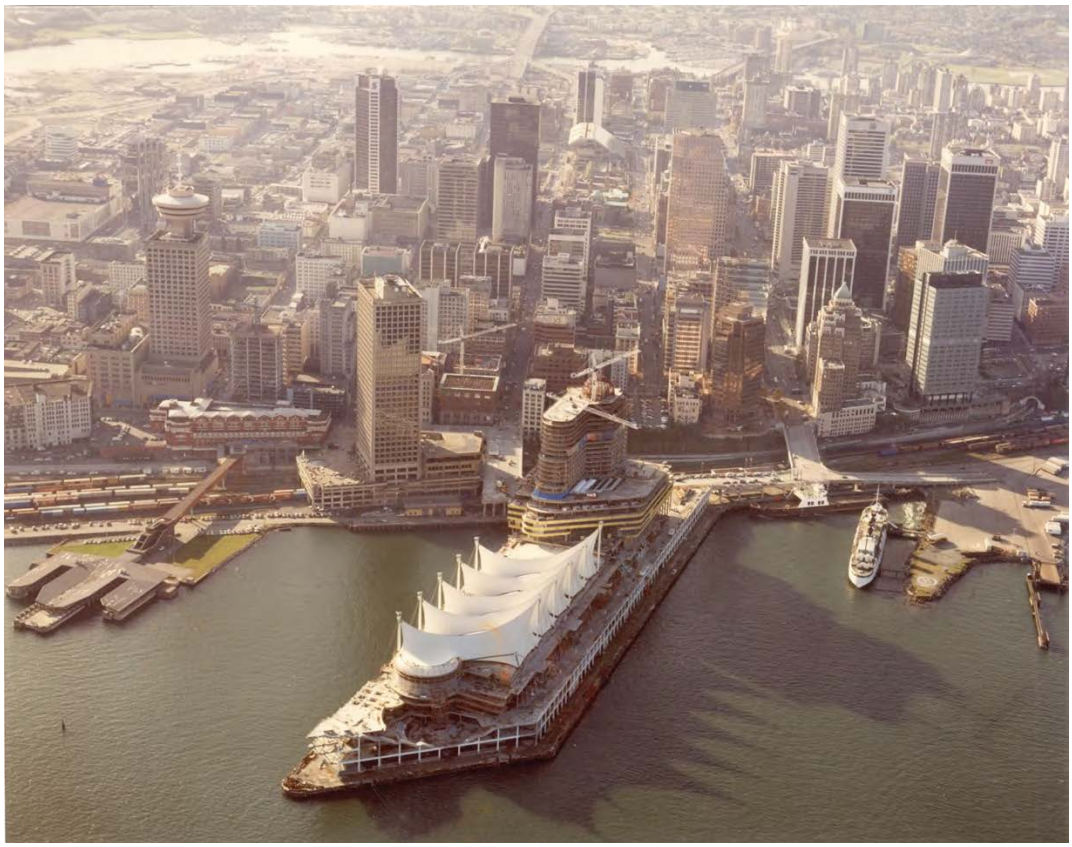
1972. Grice, A. Marine Building interior [CVA 70-20]

1972. Grice, A. Marine Building interior [CVA 70-21]

1972(ca.) Grice, A. Marine Building interior [CVA 677-915]

1972(ca.) Grice, A. Entrance detail on the Marine Building [CVA 70-98]

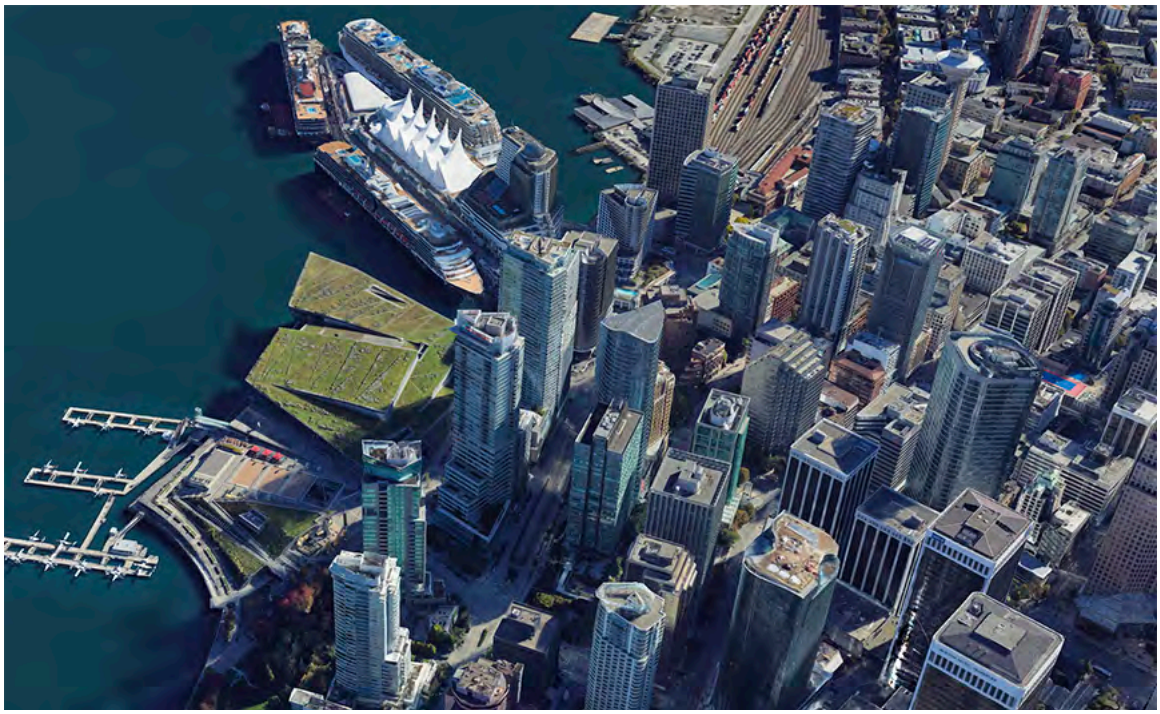
1931(ca.) Spalding Joseph F. Marine Building [CVA 371-1157]



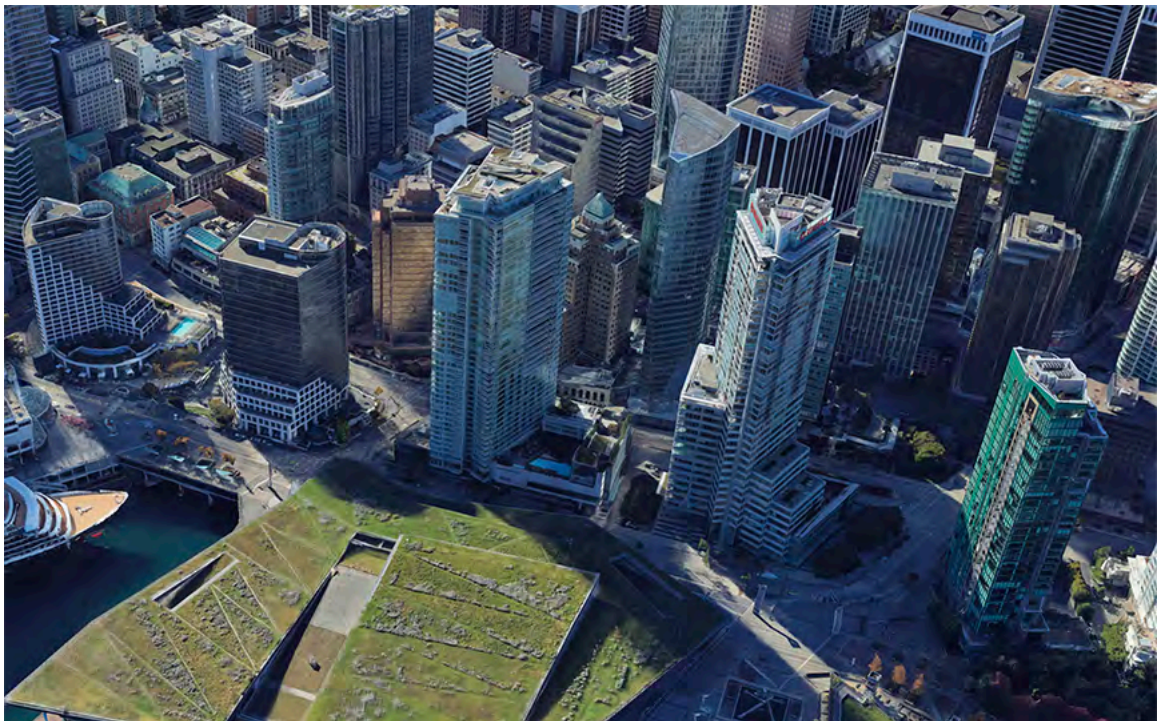
1984. Downtown Vancouver. Allen Aerial Photos Ltd. [CVA 1376-511]

CONTEMPORARY AERIALS AND IMAGES

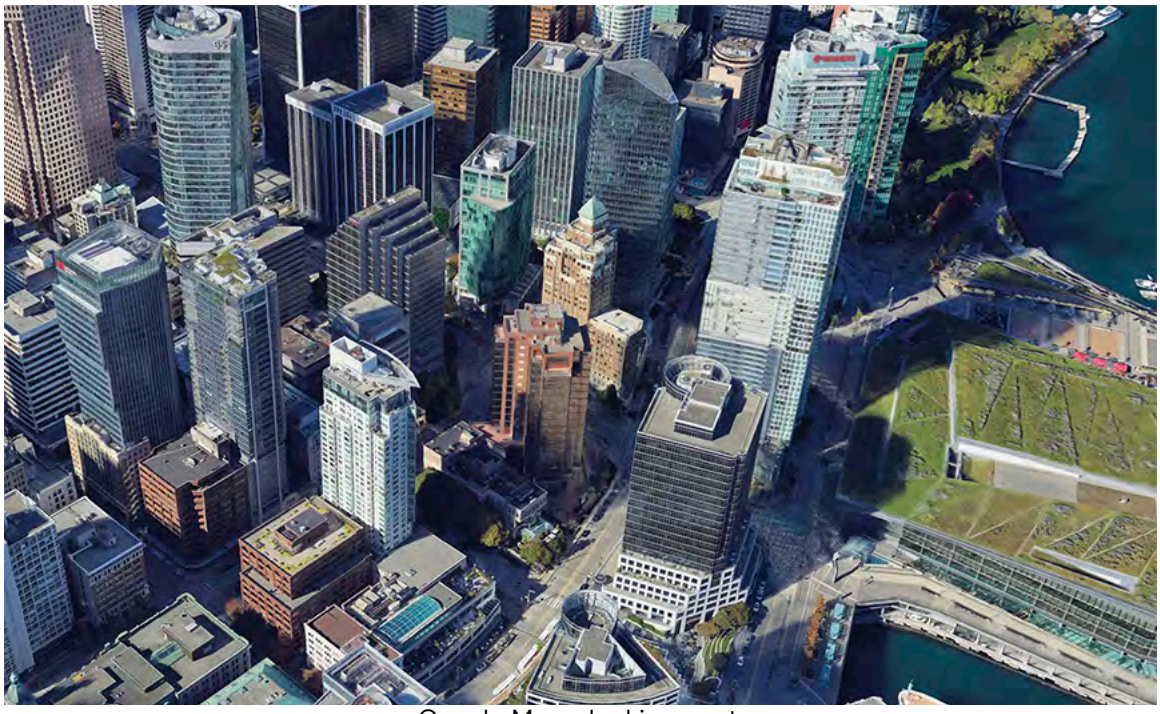
Google Maps, looking north



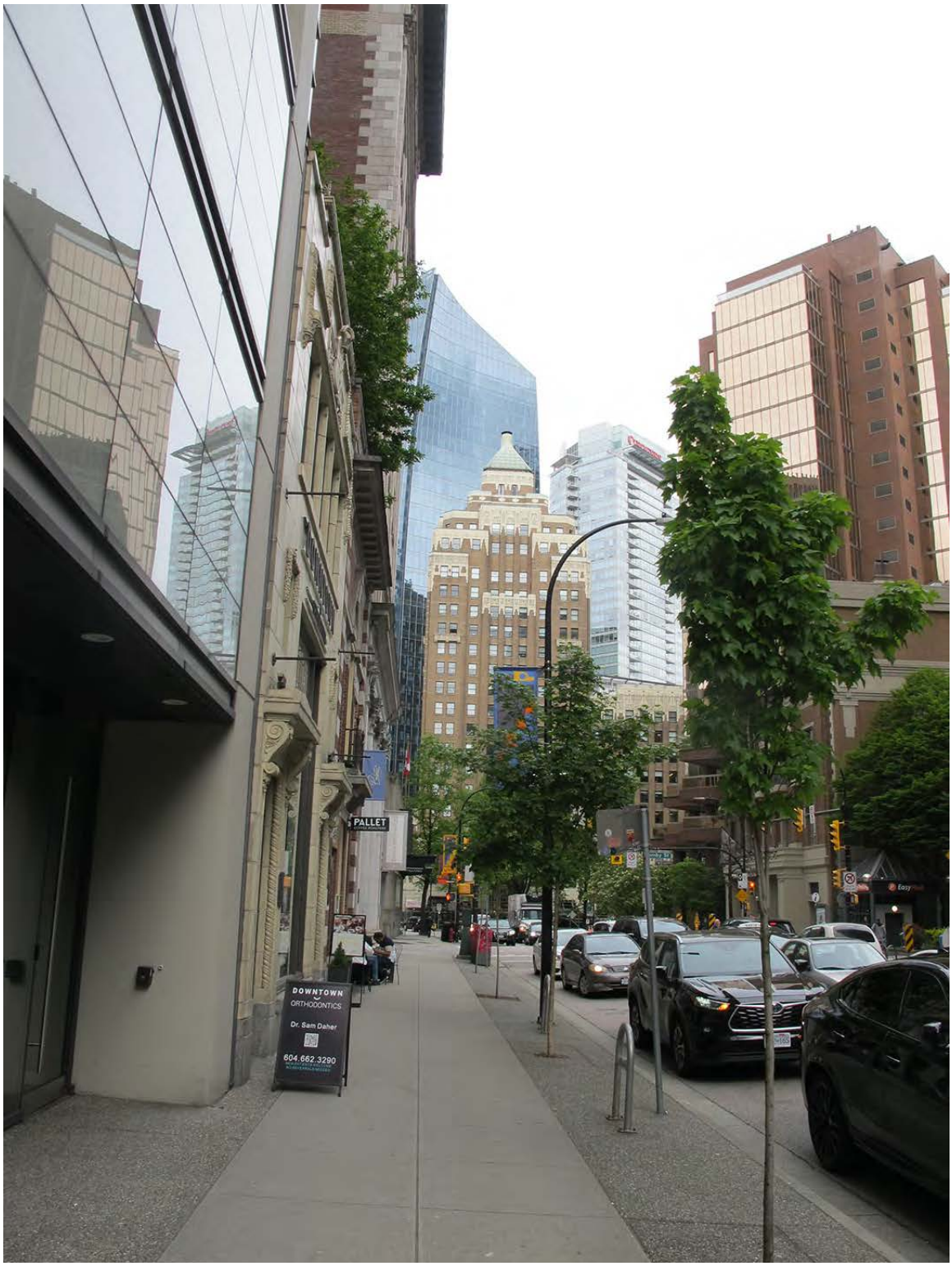
Google Maps, looking east



Google Maps, looking south



Google Maps, looking west



View from Hastings Street looking west

Looking west from Hastings Street

Burrard Street and Hastings Street elevations

Hastings Street elevation

Looking southeast from Cordova Street

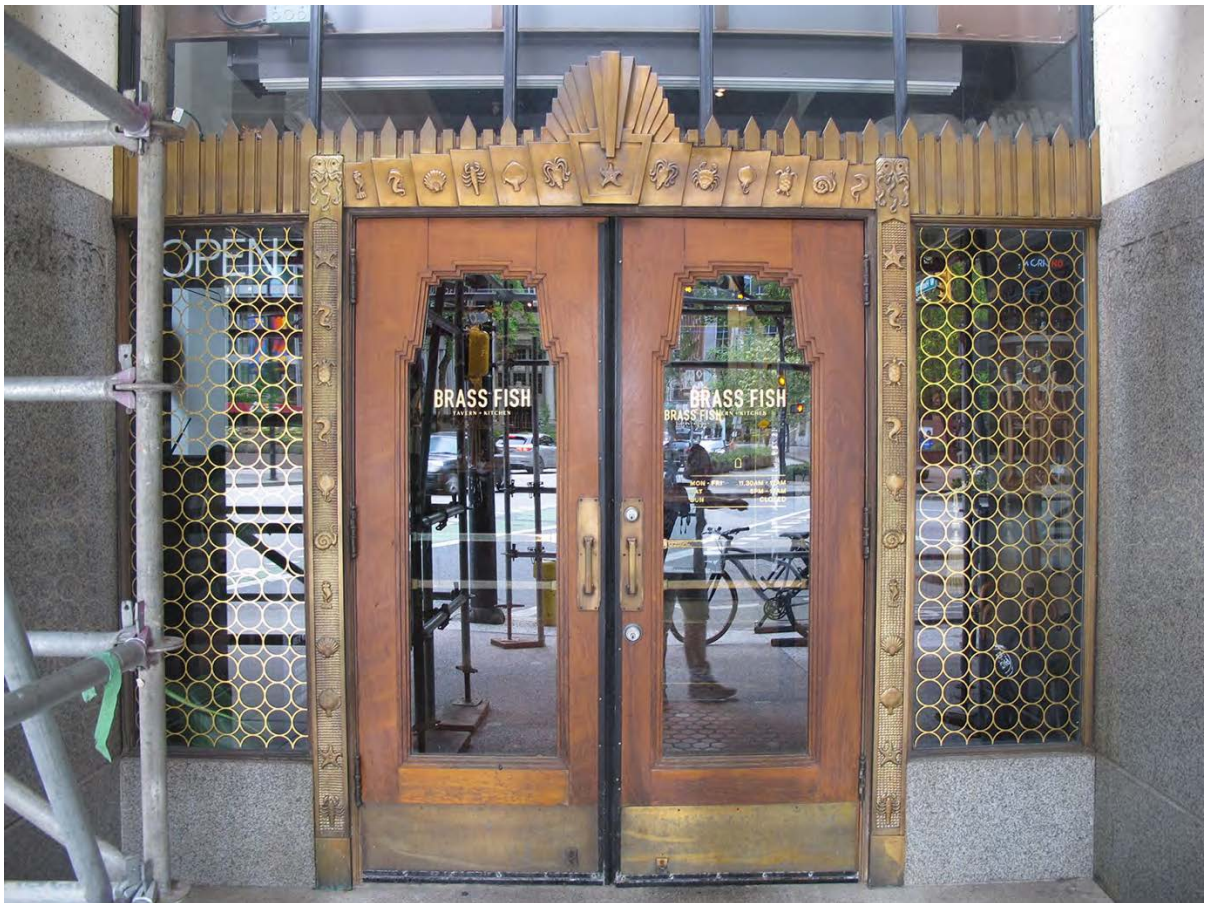
Top floors

Terracotta detail, locomotive

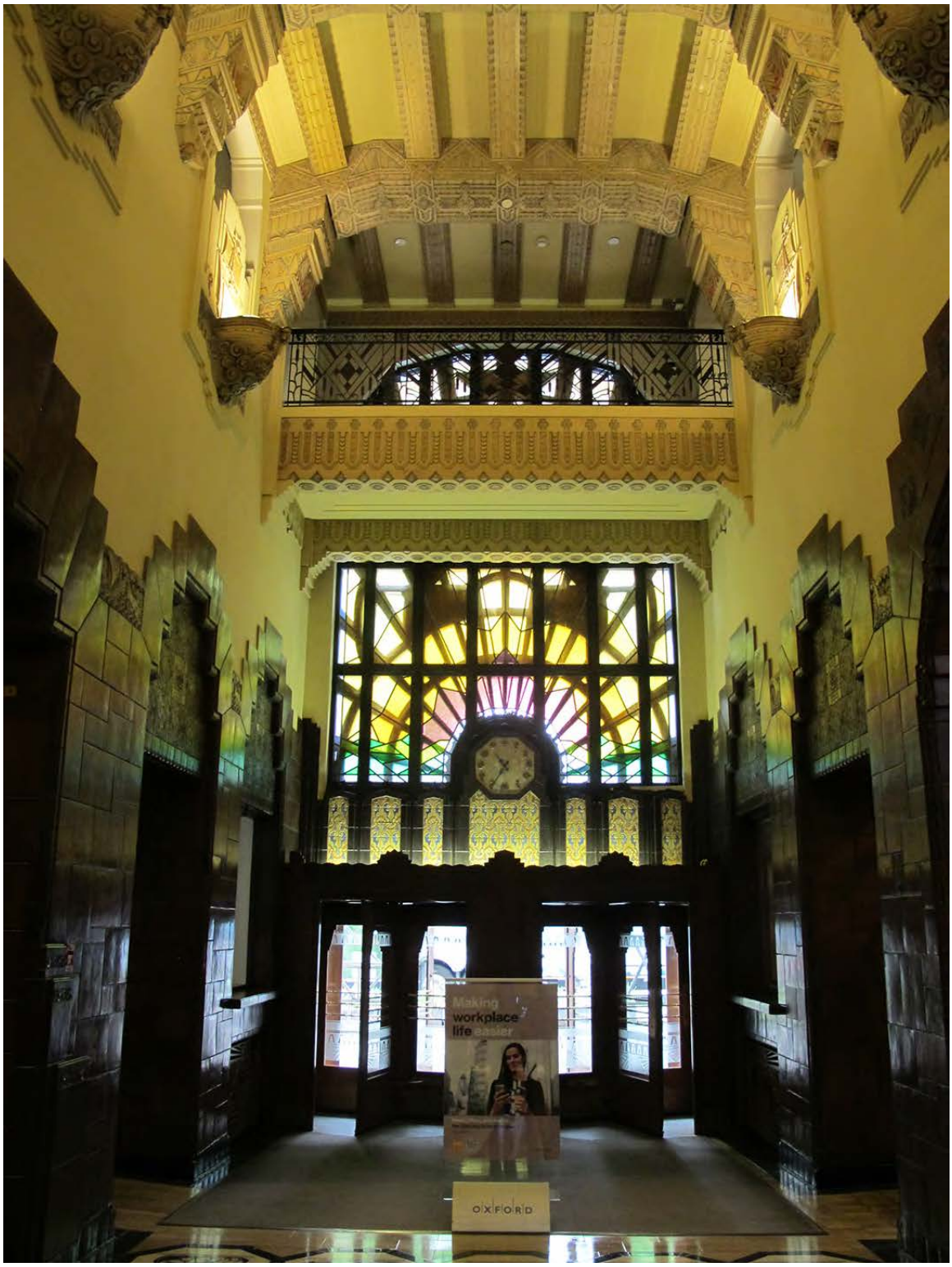
Main entrance

Top arch of main entrance

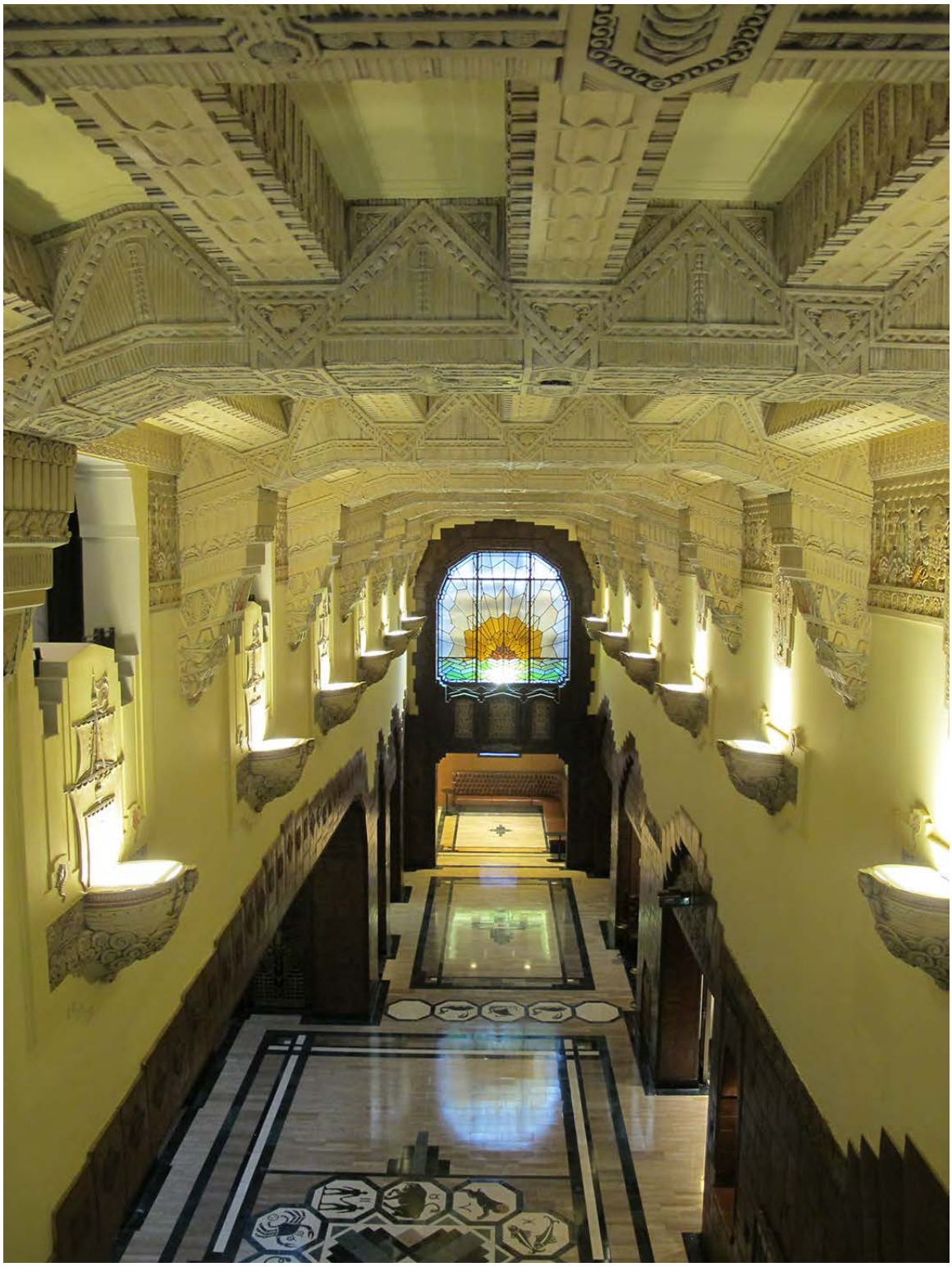
Arch details



Secondary entrance, Burrard Street

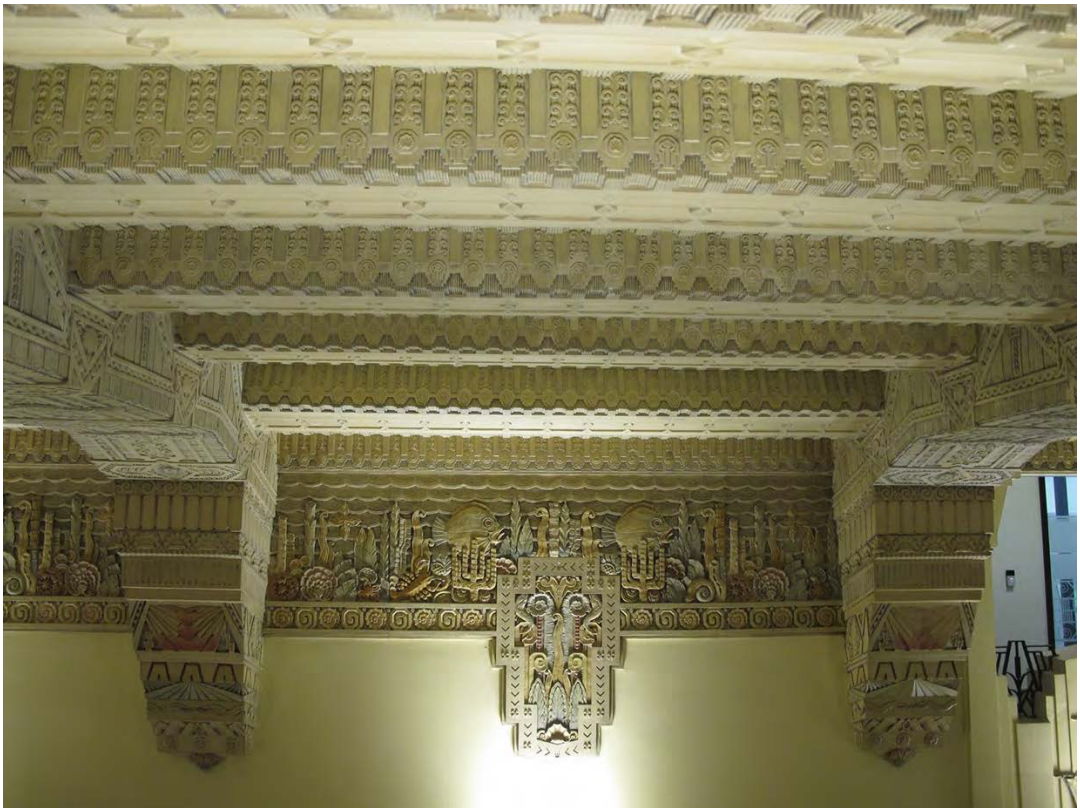


Interior looking east toward sunrise stained glass

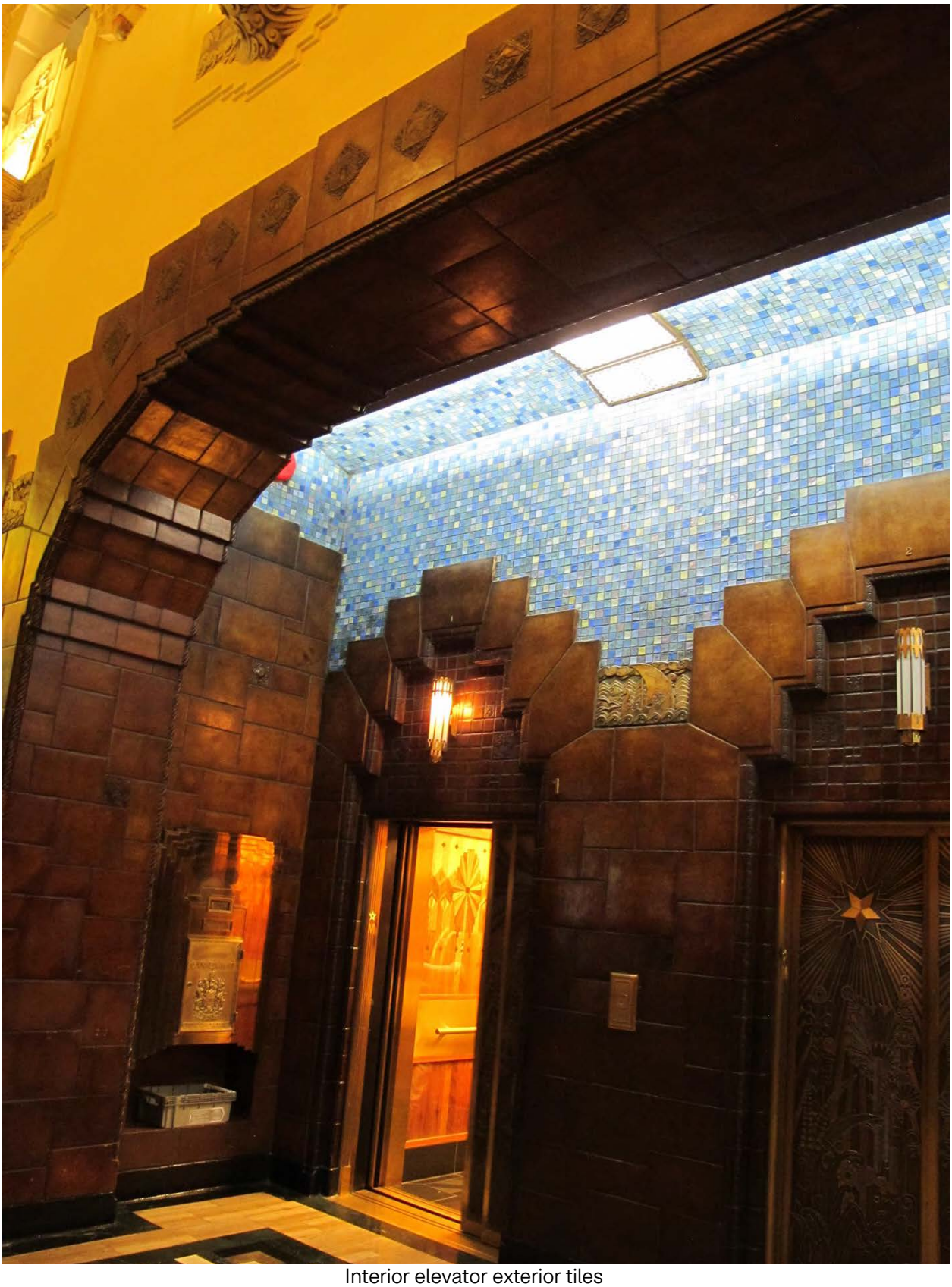


Interior looking toward west sunset stained glass

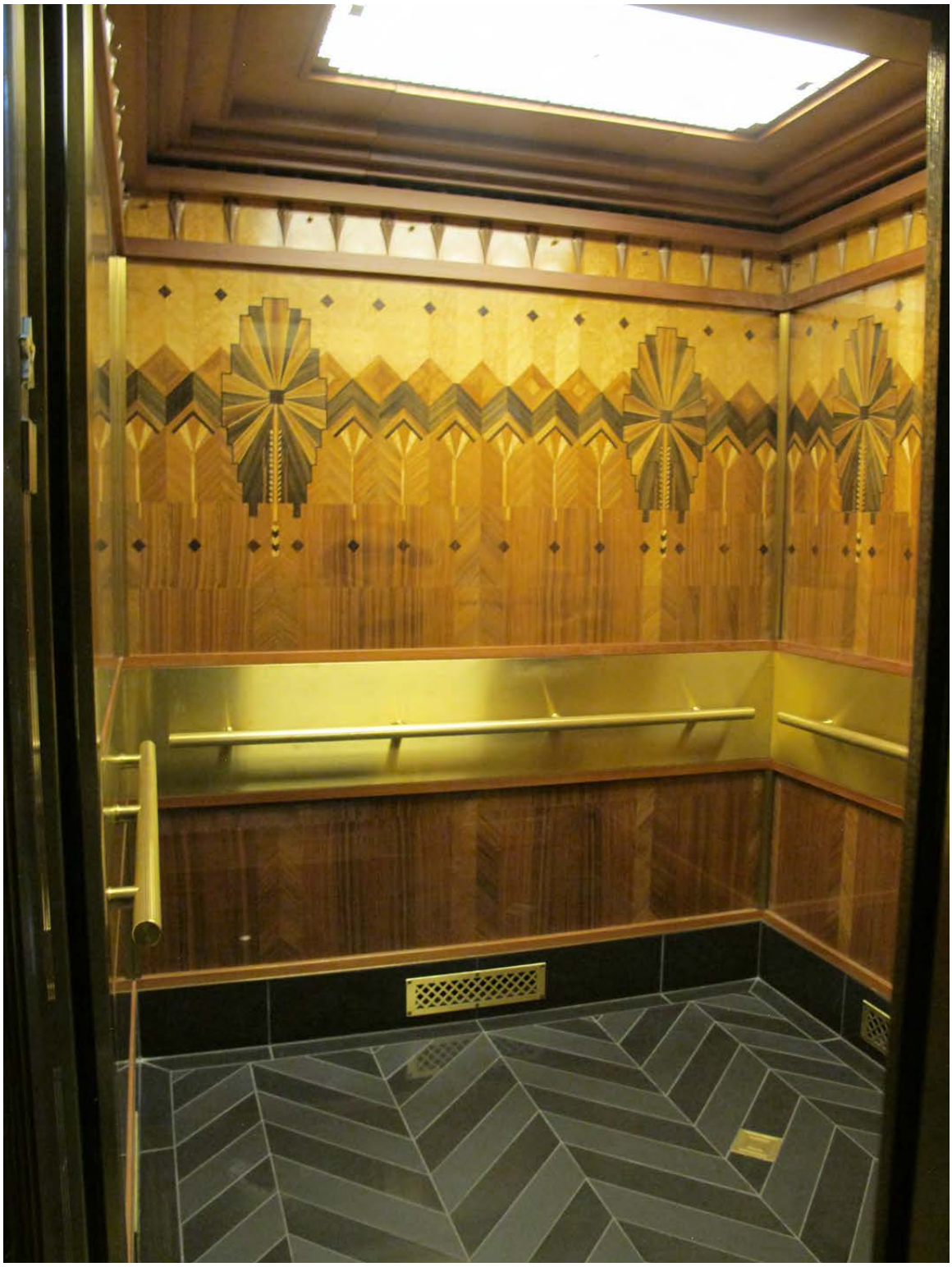
Interior showing beams and sconces



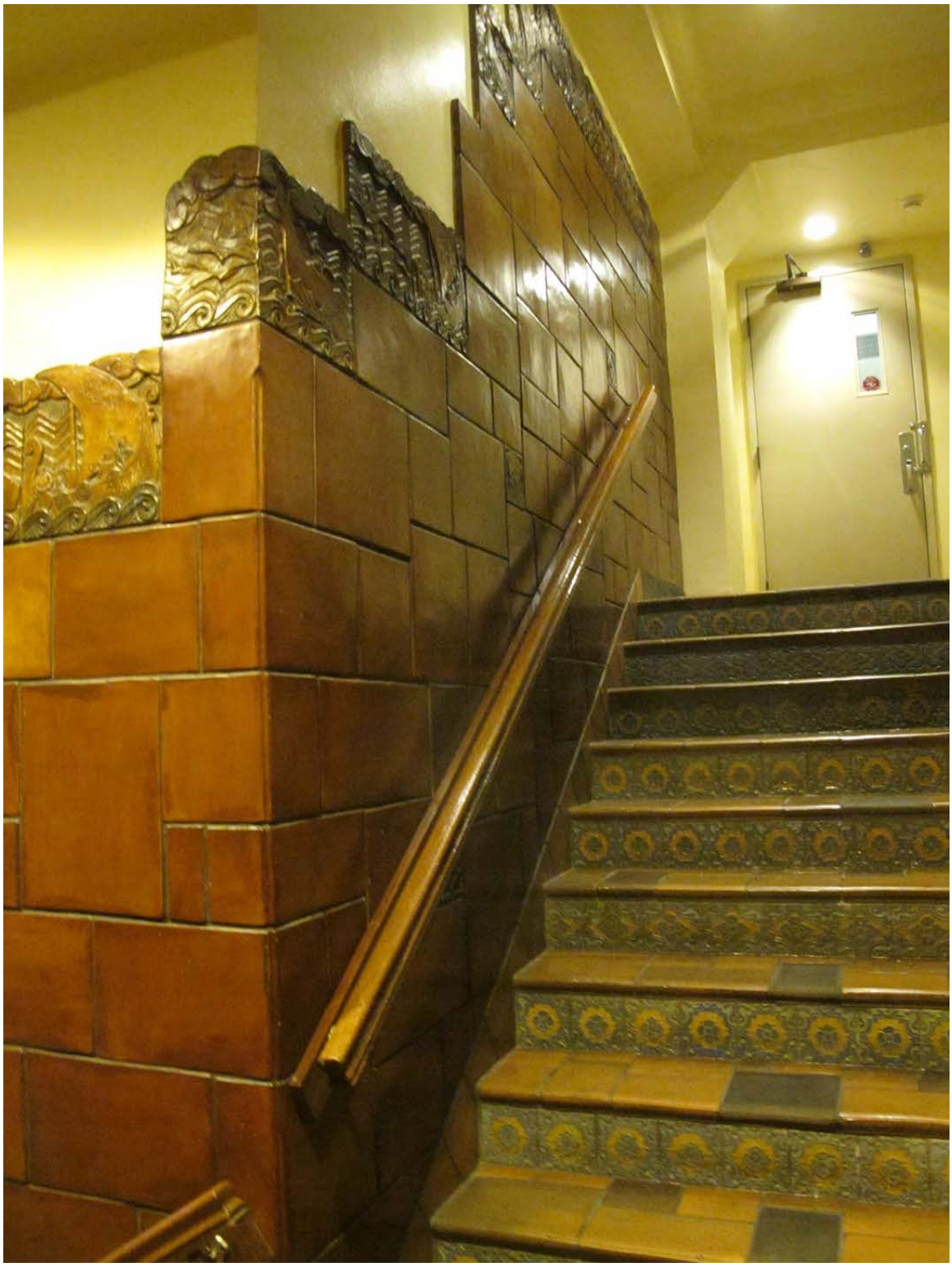
Interior beam details



Interior elevator exterior tiles



Interior of elevator



Interior tiled walls and stairs

MARINE BUILDING

355 BURRARD STREET, VANCOUVER, BC

FACADE CONSERVATION PLAN

FEBRUARY 2025 (REVISED)

APPENDIX B
Heritage Conservation Plan

DONALD LUXTON
AND ASSOCIATES INC

TABLE OF CONTENTS

DONALD LUXTON AND ASSOCIATES INC

1030 - 470 GRANVILLE STREET VANCOUVER BC V6C 1V5

hello@donaldluxton.com 604 688 1216 **www.donaldluxton.com**

1 INTRODUCTION

Building Name:	Marine Building
Historical Building Name:	Marine Building
Civic Address:	355 Burrard Street, Vancouver
Legal Description:	Plan 92, Block 1, Lot 12
Year of Construction:	1929-1930
Original Owner(s):	Stimson Developments
Architect/Designer:	McCarter and Nairne
Builder:	Dominion Bridge Co.

A landmark in city's downtown core, the Marine Building is a icon of Vancouver's street and skyscapes. Designed by McCarter and Nairne, the building was the tallest in the British Empire when it was completed in 1930. The Marine Building step-backs vertically and is clad in variegated brown brick and glazed terra cotta illustrating marine, flora, fauna, transportation, and geometric themes. The exterior detailing and its grand entrance portal make the building an exceptional example of Art Deco architecture in western Canada. The ornate detailing and materiality of the exterior of the building carries through to the building's interior and is evident in its elevator lobby, select interior tenant spaces, and penthouse. The exterior of the Marine Building remains largely intact from the time of its completion. Whereas the majority of the interior of the building has undergone numerous renovations.

The Marine Building is a municipally designated building. Although original components exist on the interior of the building, the designation is limited to the building's exterior. Intact original interior elements are not protected and interventions to them are not regulated in the same manner as interventions to exterior elements. However, it is recommended that should any interior work be undertaken, similar conservation principles be applied as to those of the exterior.

This conservation plan has been developed to address proposed interventions to the conservation of the building's exterior facades. No work is proposed for the interior of the building. Review of the exterior by Read Jones Christoffersen (RJC) noted deterioration present at multiple locations on each of the building's facades. A survey of the Burrard Street facade, north and south wings, and portions of the north and south facades of the tower was completed. Cracks and deterioration were noted along sills, lintels, and the returns of the building's exterior. Cracking such as stepped cracks along head joints, cracked bricks, and vertical cracks at the facade returns were noted. Many of the cracks present extended across multiple courses of brick. Delaminated bricks, mortar loss and staining was also evident.

Review of past maintenance work and archival drawings, as well as recent exploratory work, determined the cracking was likely due to corrosion of steel elements causing rust jacking. RJC has developed a scope of work to address the corroded structural elements, cracked and deteriorated masonry elements, as well seismic improvements. Drawings and specifications for the proposed interventions to the exterior elevations were reviewed and considered supportable from a heritage perspective. The proposed work includes: pinning and anchoring of masonry (granite, brick, terra cotta); parapet restraint at select locations; shelf angle assessment and repair and/or replacement; installation of new shelf angles at specific locations; replacement of damaged brick with new or salvaged brick; repair of deteriorated terra cotta; localized repointing; cleaning of masonry; replacement of existing window sealant; and localized repainting. For details of work and extent of proposed scope area, refer to RJC's Marine Building Facade

1 INTRODUCTION

Conservation drawings (Issued for Building Permit 2024.08.09). The conservation recommendations included within this Conservation Plan are provided only for those exterior elements affected by the proposed work. These conservation recommendations are based on Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* which are conservation principals of best practice.

West and north elevations of the Marine Building, 1935. Moore, W.J. (CVA Bu N7)

2 STATEMENT OF SIGNIFICANCE

MARINE BUILDING

355 Burrard Street, Vancouver, BC

DESCRIPTION OF THE HISTORIC PLACE

The Marine Building is a steel frame, brick and terra cotta clad skyscraper located at 355 Burrard Street at the edge of Vancouver's business district and the Port of Vancouver. This landmark office building, completed in 1930, is an outstanding example of Art Deco architecture in western Canada.

HERITAGE VALUE OF THE HISTORIC PLACE

The Marine Building, constructed 1929-30, is significant for its: association with the turbulent late interwar development of Vancouver; history of ownership and occupancy; iconic Art Deco architecture; and association with architects McCarter & Nairne and associated craftspeople, designers, and artists.

The Marine Building is valued for its association with Vancouver's post-WWI economic resurgence due in large part to the increase in the movement of grain through the Port. This sparked a need to centralize booming port activities, such as the Merchants' Exchange and Board of Trade. The building included an Exchange Room with expansive harbour views. At more than double its projected cost, the Marine Building was completed in October 1930, by which time many businesses had collapsed due to the Great Depression; G.A. Stimson and Co. itself was a casualty. The Marine Building is a tangible example of the interwar boom and bust economy, with the conception of the city's most opulent building and, two years later, the bankruptcy of its financier.

The Marine Building is significant for its history of development, ownership, and occupancy. Toronto-based G.A. Stimson and Co. Ltd. financed the construction of the Marine Building as an opportunity to expand the company into Western Canada. Following Stimson's collapse, the building was offered to the City of Vancouver for $1,000,000 for use as its City Hall, but the City declined and the building was sold to the British Pacific Building Co. for $900,000. The British Pacific group of companies had been formed by B.C.-born entrepreneur A.J.T. Taylor to develop land on the north side of Burrard Inlet by constructing a privately-funded bridge. Taylor, who had worked for a number of years in England, used the Marine Building as a demonstration of Vancouver's potential, and converted the unused observation deck into a lavish penthouse His entrepreneurial vision attracted the Guinness family as investors in his massive land deal, leading to the construction of the Lions Gate Bridge and development in West Vancouver that continues today. Since its occupancy, the Marine Building has housed many prestigious tenants, including its architects McCarter & Naime from 1930 until 1980.

The Marine Building is valued as an iconic example of Art Deco architecture. Known for its sleek geometric forms and exuberant detailing, Art Deco expressed the technology and modernism of the 1920s. The Marine Building was at the forefront of this trend, with its vertical expression and setbacks, celebrating the ocean and seaport and described by McCarter & Nairne as 'some great crag rising from the sea, clinging with sea flora and fauna, tinted in sea-green, touched with gold.' The terra cotta reliefs include marine and air transportation motifs while the public areas display stunning workmanship throughout, representing the last gasp of the era of handcrafted buildings. The tallest office building in western Canada when completed, the Marine Building is an Art Deco architectural landmark.

The Marine Building is significant for its association with architects, McCarter & Nairne. The firm's stellar reputation led to commissions for their best-known designs, the Medical-Dental Building, 1928-29, and this, the Marine Building, 1928-30, two of Vancouver's first, and most architecturally impressive skyscrapers. During the postwar years McCarter & Nairne continued to flourish, their most important postwar work being the monumental Vancouver General Post Office, built 1953-58. The realization of the landmark Marine Building would not have been possible without the artists, craftspeople, and subconsultants who worked on the project. In particular, contractors E.J. Ryan Construction Co. Ltd., who also constructed the landmark Hotel Vancouver, and interior designer John T. Greed, who is credited with much of the elaborate design work of the Grand Concourse. The Marine Building remains the masterwork of McCarter & Nairne.

2 STATEMENT OF SIGNIFICANCE

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Marine Building include but are not limited to its:

- landmark location at the junction of Burrard, West Hastings, and West Cordova Streets, along the harbour;
- all original Art Deco style motifs that contribute to its overall harmonious design including seahorses, marine life, sea plants, and famous ships, as well as marine and air transportation motifs including steamships, trains, airplanes, and zepplins; and
- continuous use as an office building since its opening in 1930.

Siting:

- situated at the north edge of Vancouver's business and financial district, terminating at Hastings Street on the escarpment at the original waterfront of Burrard Inlet;
- irregular shaped building footprint;
- construction to lot lines; and
- design of viewing tower on axis with Hastings Street.

Exterior:

- form, scale, and massing including its: trapezoidal base and stepped back massing below pyramidal roof; varied height, including but not limited to four-storey southern wing, ten-storey northern wing, and central stepped tower reaching to 19 storeys; two main elevations on Hastings Street and Burrard Street;
- steel and masonry construction including granite base, brown brick and polychrome terra cotta cladding;
- Art Deco architectural style characterized by, but not limited to: low relief panels inspired by marine themes, including the progress of transportation with steamships, trains, airplanes and zeppelins; detailed parapet; recessed Burrard Street arched entrance with screen of six stylized Canada geese set against stylized long sun rays over bronze-framed entries, with double revolving wood doors with inset glazing echoing the building's step-back massing;
- fenestration including: large multi-assembly windows on the ground floor; single assembly window openings on the upper floors; surviving double-hung wooden sash at the lower levels; and mahogany window and door assemblies with upper taper and horizontal muntins at the penthouse level; and
- original ornamented entries on the two main facades.

Interior:

- Art Deco marine and zodiac motifs of the ninety-foot long lobby concourse including:
  - Multi-coloured glass panels at each end of the Grand Concourse that echo the sunrise and sunset;
  - vaulted cast plaster ceiling and the north wall's frieze of 'lobsters, crabs, prawns and starfish crawling through a waving forest of seaweed;'
  - projecting cast plaster ships' prows with concealed lamps under the balustrade of the second-storey gallery;
  - the largest known installation of Batchelder tiles, finished in a rich leather-tone glaze, the last one placed upside-down as a deliberate mistake;
  - cast brass elevators doors, with the Star of the Sea above engraved clusters of sea plants;
  - two former phone booths;
  - wall mounted clock;
  - other original cast brass work including a step-massed mail box, radiator covers with a bull rush motif, and signs;
  - blue tiles above the elevator doors and the intricate parquetry of the elevator cabs; and
  - the gallery railings, with bull rush and marine motifs.
- The mahogany window and door assemblies with original hardware, mahogany detailing, black marble fireplace mantle, and intricate bathroom tiling of the original penthouse.

3 CONSERVATION GUIDELINES

3.1 GENERAL CONSERVATION STRATEGY

This conservation plan considers the proposed interventions to the masonry (granite, brick, terra cotta) of the building including seismic improvements as well as localized work at the windows of the Burrard Street, West Hastings Street, and West Cordova Street facades. Deterioration in the form of cracks (along joints and through brick), missing mortar, loose masonry, delaminated brick, deteriorated terra cotta, staining, and organic deposits are noted on each of these facades. Following review of the exterior and localized investigations, a scope of work has been developed by Read Jones Christoffersen (RJC) to address the causes of the masonry deterioration and the deteriorated masonry itself. Refer to RJC's Marine Building Facade Conservation drawings (Issued for Building Permit 2024.08.09) for the proposed scope areas of the three facades.

Proposed interventions include:

- Repair and/or replacement of existing shelf angles;
- Localized installation of new shelf angles;
- Anchoring of granite, brick, and terra cotta;
- Restraint of parapet and balconies at specific locations;
- Replacement of deteriorated brick with either salvaged brick or new brick matching colours, texture, dimensions, and strength of original;
- Repair of deteriorated terra cotta;
- Localized repointing;
- Cleaning of masonry;
- Replacement of existing sealant at windows; and,
- Localized painting.

3.2 STANDARDS AND GUIDELINES

The Marine Building is a municipally designated building, and is a significant historical resource in the City of Vancouver. Parks Canada's ***Standards and Guidelines for the Conservation of Historic Places in Canada*** is the source used to assess the appropriate level of conservation and intervention. Under the *Standards and Guidelines*, the work proposed for the Marine Building includes aspects of preservation, restoration, and rehabilitation.

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

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

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

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

STANDARDS

Standards relating to all Conservation Projects

1. Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
2. Conserve changes to a historic place, which over time, have become character-defining elements in their own right.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never coexisted.
5. Find a use for a historic place that requires minimal or no change to its character defining elements.
6. Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in

3 CONSERVATION GUIDELINES

place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.

7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing the materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable upon close inspection. Document any intervention for future reference.

Additional Standards relating to Rehabilitation

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

Additional Standards relating to Restoration

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient

***Standards and Guidelines*:**
Conservation Decision Making Process

UNDERSTANDING

- **REFER TO HERITAGE VALUE AND CHARACTER-DEFINING ELEMENTS**
  An historic place's heritage value and character-defining elements are identified through formal recognition by an authority or by nomination to the *Canadian Register of Historic Places*.
- **INVESTIGATE AND DOCUMENT CONDITION AND CHANGES**
  On-site investigation as well as archival and oral history research should be carried out as a basis for a detailed assessment of current conditions and previous maintenance and repair work.

PLANNING

- **MAINTAIN OR SELECT AN APPROPRIATE AND SUSTAINABLE USE**
  Find the right fit between the use and the historic place to ensure existing new use will last and provide a stable context for ongoing conservation.
- **IDENTIFY PROJECT REQUIREMENTS**
  Define the needs of existing or future users, and determine the scope and cost of conservation work to establish realistic objective. Define priorities and organize the work in logical phases.
- **DETERMINE THE PRIMARY TREATMENT**
  While any conservation project may involve aspects of more than one of the three conservation treatments, it helps to decide during the planning stage whether the project falls under *Preservation*, *Rehabilitation* or *Restoration*.
- **REVIEW THE STANDARDS**
  The Standards are central to the process of preserving, rehabilitating or restoring an historic place in a consistent manner.
- **FOLLOW THE GUIDELINES**

INTERVENING

- **UNDERTAKE THE PROJECT WORK**
  Familiarize those working on the project with the planned conservation approach and to ensure they understand the scope of the project. Hiring processes for consultants and contractors should identify the need for heritage expertise and experience.
- **CARRY OUT REGULAR MAINTENANCE**
  The best long-term investment in an historic place is adequate and appropriate maintenance. Develop and implement a maintenance plan that includes a schedule for regular inspection to pro-actively determine the type and frequency of necessary maintenance work.

physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

3.3 CONSERVATION REFERENCES

The proposed work entails aspects of preservation, restoration, and rehabilitation of the exterior of the Marine Building. The following conservation resources should be referred to:

Standards and Guidelines for the Conservation of Historic Places in Canada

National Park Service, Technical Preservation Services. Preservation Briefs

- Preservation Brief 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings.
- Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings.
- Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings.
- Preservation Brief 7: The Preservation of Historic Glazed Architectural Terra-Cotta.
- Preservation Brief 10: Exterior Paint Problems on Historic Woodwork.
- Preservation Brief 17: Architectural Character – Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character.
- Preservation Brief 35: Understanding Old Buildings: The Process of Architectural Investigation.
- Preservation Brief 41: The Seismic Retrofit of Historic Buildings: Keeping Preservation in the Forefront.

3.4 SUSTAINABILITY STRATEGY

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

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

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

> *[**Building Resilience**] is intended to serve as a "sustainable building toolkit" that will enhance understanding of the environmental benefits of heritage conservation and of the strong interrelationship between natural and built heritage conservation. Intended as a useful set of best practices, the guidelines in **Building Resilience** can be applied to existing and traditionally constructed buildings as well as formally recognized heritage places.*
>
> *These guidelines are primarily aimed at assisting designers, owners, and builders in providing existing buildings with increased levels of sustainability while protecting character-defining elements and, thus, their heritage value. The guidelines are also intended for a broader audience of architects, building developers, owners, custodians and managers, contractors, crafts and trades people, energy advisers and sustainability specialists, engineers, heritage professionals, and officials responsible for built heritage and the existing built environment at all jurisdictional levels.*
>
> ***Building Resilience** is not meant to provide case-specific advice. It is intended to provide guidance with some measure of flexibility, acknowledging the difficulty of*

evaluating the impact of every scenario and the realities of projects where buildings may contain inherently sustainable elements but limited or no heritage value. All interventions must be evaluated based on their unique context, on a case-by-case basis, by experts equipped with the necessary knowledge and experience to ensure a balanced consideration of heritage value and sustainable rehabilitation measures.

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

3.5 ALTERNATE COMPLIANCE

As a designated building on the Municipal Heritage Register, the Marine Building may be eligible for heritage variances that will enable a higher degree of heritage conservation and retention of original material, including considerations available under the following municipal legislation.

Four Pillars of Sustainability [CityPlan 2030 - City of Norwood]

3.5.1 VANCOUVER BUILDING BY-LAW

Building Code upgrading is the most important aspect of heritage building rehabilitation, as it ensures life safety and long-term protection for the resource. It is essential to consider heritage buildings on a case-by-case basis, as the blanket application of Code requirements does not recognize the individual requirements and inherent performance strengths of each building. Given that Code compliance is such a significant factor in the conservation of heritage buildings, the most important consideration is to provide viable economic methods of achieving building upgrades.

This is recognized in the Vancouver Building By-Law (VBBL), in which a number of equivalencies have been developed and adopted that enable more sensitive and appropriate heritage building upgrades. The heritage equivalencies available under the VBBL are available for this project as required. In addition to the equivalencies offered under the VBBL, the City can also accept the report of a Building Code Engineer as to acceptable levels of code performance.

3.6 SITE PROTECTION

It is the responsibility of the owner to ensure the heritage resource is protected from damage at all times. At any time that the building or space is left vacant, or exterior scaffolding is not in use, it should be secured against unauthorized access or damage through the use of appropriate fencing and security measures. Additional measures that could be taken include:

- Ensure smoke and fire detectors, and fire suppression measures are in working order.
- Openings are boarded up and exterior doors securely fastened that may provide access to scaffolding and work areas are secure to prevent unauthorized access.
- Ensure work areas are kept clean and trash, hazardous materials such as inflammable liquids, poisons, and paints and canned goods that could freeze and burst, and flammable materials are handled, stored, and disposed of appropriately.

The building should be protected from movement and other damage at all times during any construction work.

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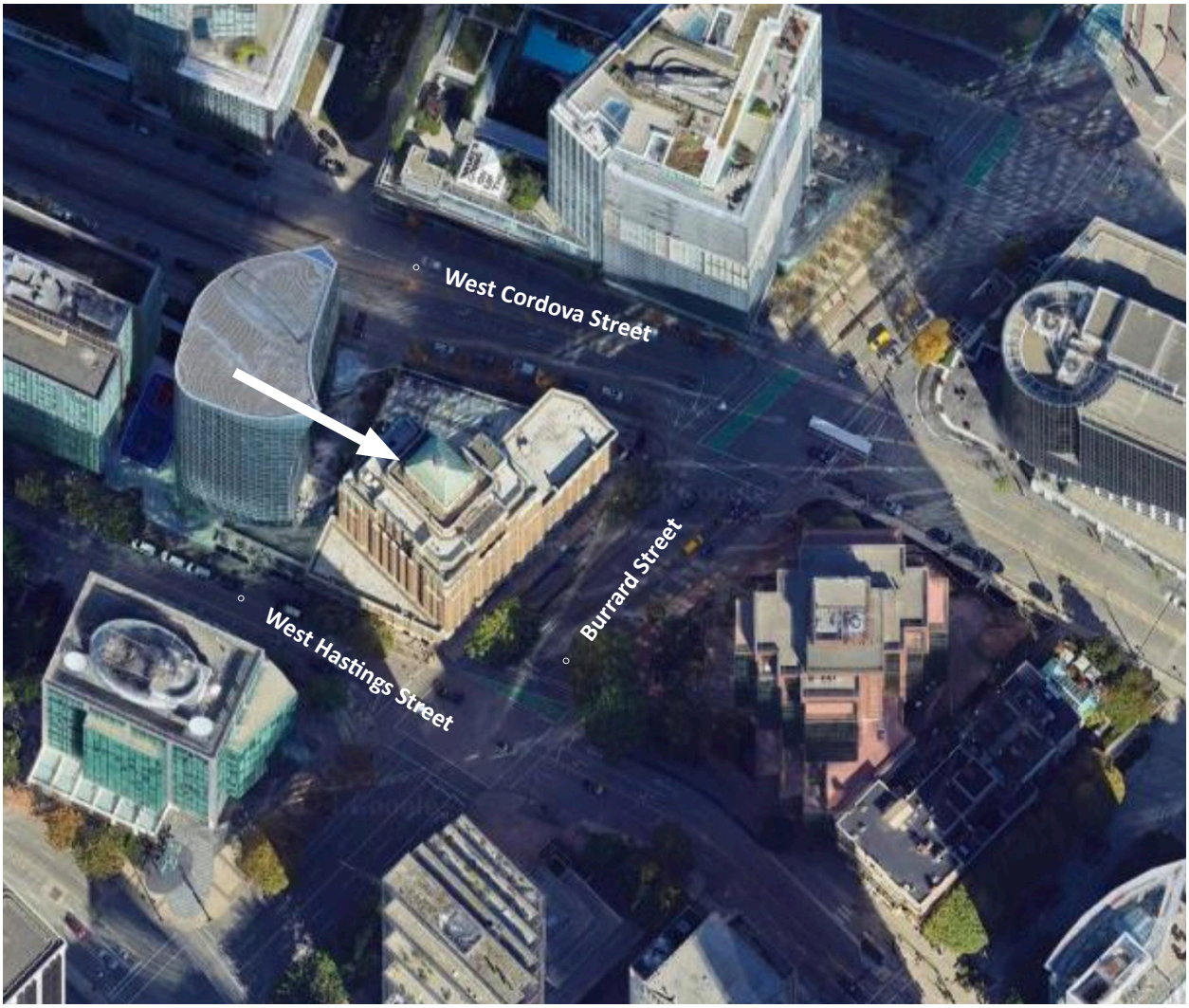
A condition review of the Marine Building was completed from street level during a site visit in May 2024. The Marine Building is situated on the unceded, ancestral territory of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) people. DLA's site visit was carried out following an in-depth review and localized exploratory work completed by RJC to assess and determine the cause and potential repair of deteriorated masonry on the Burrard, West Cordova, and West Hastings Street elevations. The strategies for the conservation of the deteriorated masonry and seismic improvements are based on the site review, RJC's reviews and exploratory work. Archival documents provided valuable information about the original appearance and construction of the historic building.

The following describes the building's materials and condition evident from street level, and conservation strategies for proposed interventions. Refer to RJC's Marine Building Facade Conservation drawings (Issued for Building Permit 2024.08.09) for the proposed scope areas of the three facades and interventions. Proposed interventions for the Marine Building are based on Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada*.



Marine Building in Vancouver's downtown centre, 2024. (Google Maps)

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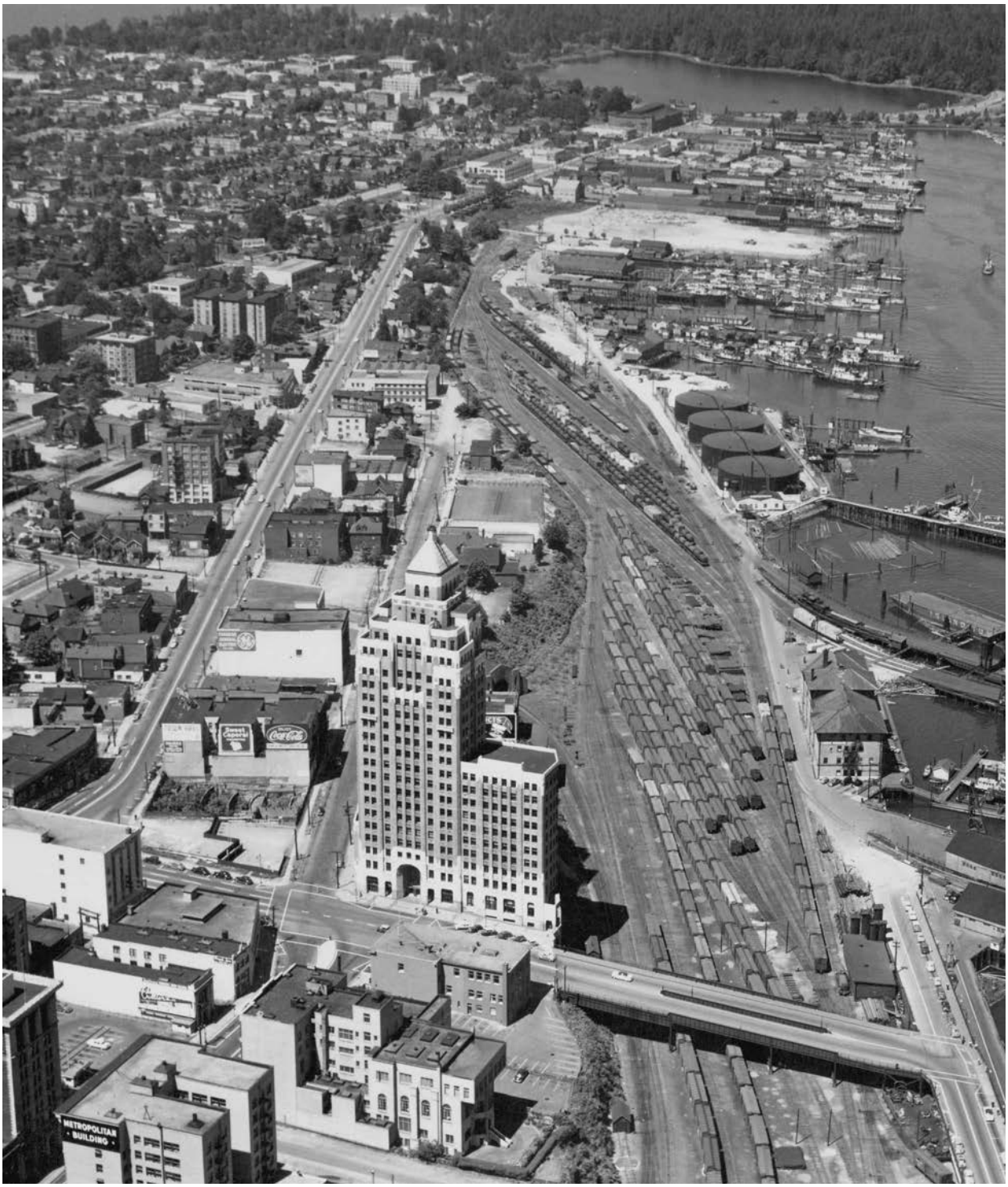

Marine Building fronting Burrard Street. Note railroad lines where West Cordova Street will be extended, 1952. (CVA 506-19)

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Structure of the Marine Building under construction with installation of brick on lower floors of the tower underway, 1929. (VPL 11994)

North and west facades of the Marine Building while under construction, 1930. (VPL 11998)

South and east facades of the Marine Building showing its step-back upper floors, 1946. (CVA 586-4384)

4.1 EXTERIOR WALLS

The exterior of the Marine Building is clad in three distinctive and complimentary materials. The base of the building is clad in grey granite with variegated brown brick and polychrome terra cotta cladding the floors above. The materials themselves and their detailing contribute to the Art Deco aesthetic of the building making the Marine Building an exceptional example of Art Deco architecture in western Canada.

4.1.1 GRANITE

The base of the Marine Building is clad in panels of polished grey granite with a carved floral band at the top of the panels on the West Hastings and Burrard Street facades. The panels are sloped below the windows of these street facades. The granite is original to the building's construction and overall in good condition. There are localized chips and staining (primarily at the bottom of the panels) of the granite in areas.

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Typical grey granite panels with floral band motif, 2024 (DLA).

CONSERVATION STRATEGY: PRESERVATION AND REHABILITATION

- Preserve the building's grey granite panels.
- Anchor granite to back up structure or concrete encased columns depending on location. Complete anchoring in manner that does not alter its appearance.
- Repoint deteriorated mortar joints and at anchor points.

4.1.2 TERRA COTTA

The exterior of the Marine Building is highly identifiable by its speckled and polychrome terra cotta cladding which is original to the building and contrasts the variegated brown brick. The first floor of the Marine Building's West Hastings Street facade; and the first and second floors and main entry of its Burrard Street facade are entirely clad in terra cotta. The plain terra cotta units are light in colour with dark speckles. These areas of the exterior are punctuated by low relief panels of marine and transportation themes. The recessed Burrard Street arched entrance is further ornamented by a screen of six stylized Canada geese above its pair of revolving doors.

At the upper floors of the building's central stepped tower and north and south wings, terra cotta of floral, marine, and transportation themes is used to contrast the building's brick exterior. Terra cotta is used at the parapets, window sills, balconies, panels, friezes, and roof tiles. The terra cotta used consists of plain panels as well as decorative panels, similar to the those of the lower floors of the West Hastings and Burrard Street facades. The terra cotta on the exterior of the building is original and overall appears to be in good condition, based on review from street level. There is evidence of deterioration present such as discolouration, staining,

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cracks, chips, spalled areas exposing the biscuit, and past unsympathetic repairs. The nature and condition of the anchoring of the terra cotta to the back up structure is unknown.

The focus of the proposed interventions to the identified scope areas (see RJC drawings R.301 and R.302 dated 2024-08-09) for the buidling's terra cotta include: anchoring of the terra cotta; repair of cracked and damaged units; cleaning; and localized repointing. Terra cotta clad parapets and balconies will also be restrained.

CONSERVATION STRATEGY: PRESERVATION AND REHABILITATION

- Retain the original glazed terra cotta of the exterior of the Marine Building.
- Anchor terra cotta in identified work areas. Anchor through mortar joints to minimize impact to terra cotta.
- Repair cracked and damaged terra cotta. Where repair mortars are used, ensure mortar is suitable for use with historic terra cotta. Repaired appearance to match appearance and finish of original unrepaired terra cotta.

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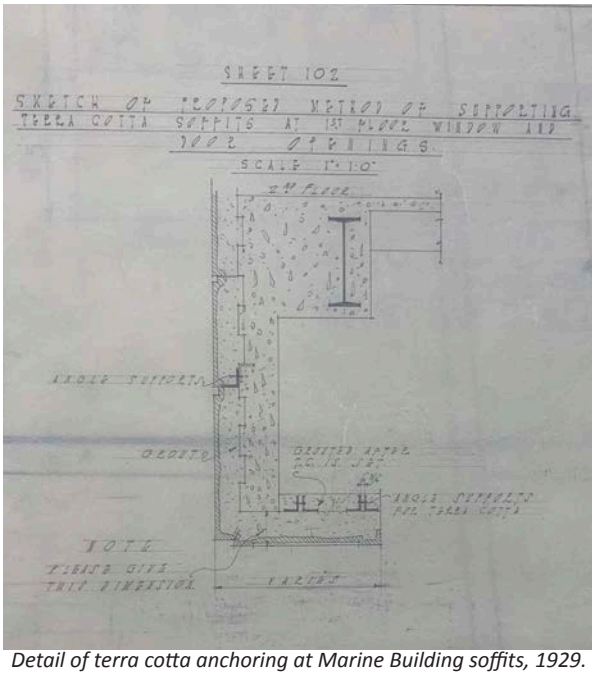
Previous page and this page: Examples of terra cotta use on the Marine Building, 2024. (DLA, Google)



Detail of terra cotta anchoring at Marine Building soffits, 1929. (CAA F23-S1-FL1613, MC 10.3 FL8 MCA 447.119)

- Where terra cotta is cleaned, do not use any abrasive methods that may damage the glazed surface. Only approved restoration cleaners may be used. Sandblasting or any other abrasive cleaning method of any kind is not permitted.
- Submittals to be reviewed by Consultants. Mock ups of cleaning, anchoring, repairs, and repointing to be reviewed by Consultants prior to proceeding with work.

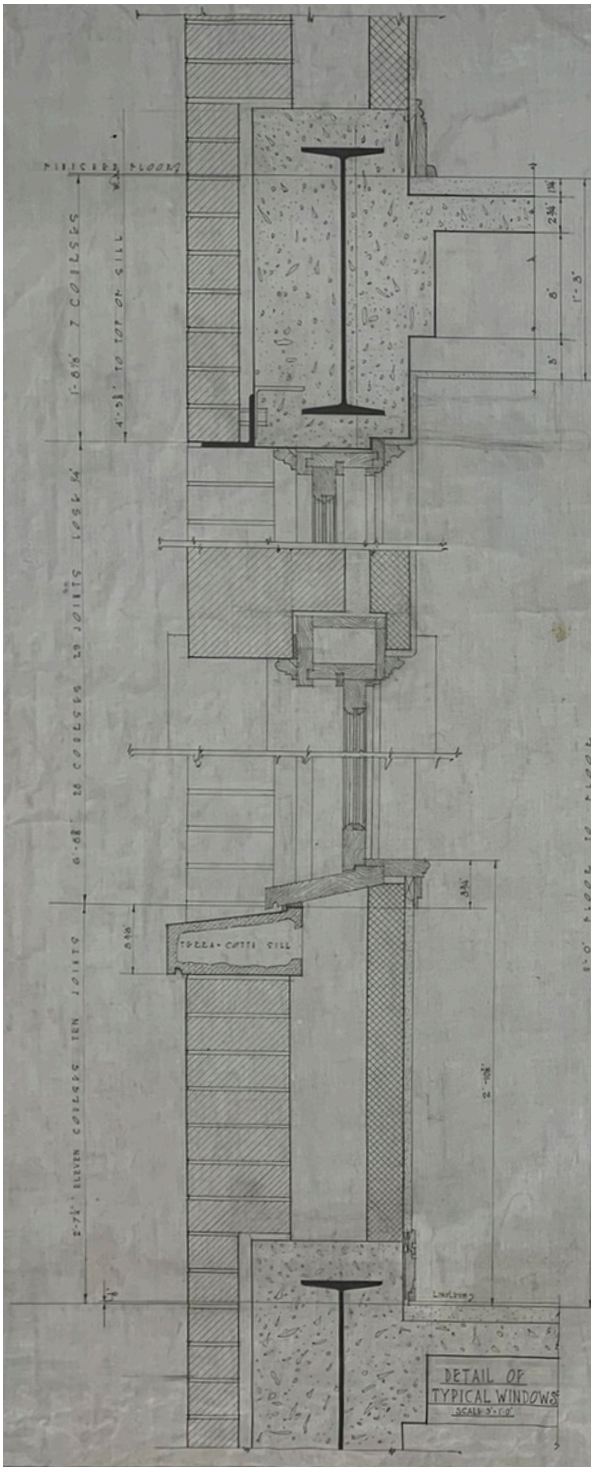
4.1.3 BRICK

All exterior facades of the Marine Building are clad in a variegated brown brick laid in running bond with light coloured recessed mortar. Soldier course brick window lintels and brick panels with relief pattern of header bricks accent each of the facades. The brick is original to the time of the building's construction and overall is in good condition. However, areas of deterioration are present in the form of discolouration and staining, cracked bricks, spalled bricks, mortar loss, past repairs, and repointing. Previous work on the brick exterior of the Marine Building has been carried out as part of an ongoing maintenance program. The work completed included replacement of deteriorated brick present at slab edges, sills, lintels, and returns of the building.

More recently, following the explosion of BC Hydro's vault in front of the Burrard Street facade in February 2023, a review of sections of Burrard Street from scaffolding was undertaken. During this review, significant cracks were identified. Exploratory work to determine the cause of the masonry deterioration was carried out and reviewed by RJC. The exploratory work consisted of the removal of the exterior brick veneer to determine the manner of brick anchoring and its condition, as well as identify any other causes which may be contributing to the brick's deterioration. Review of available archival drawings show the brick veneer sitting on shelf angles at slab edge.

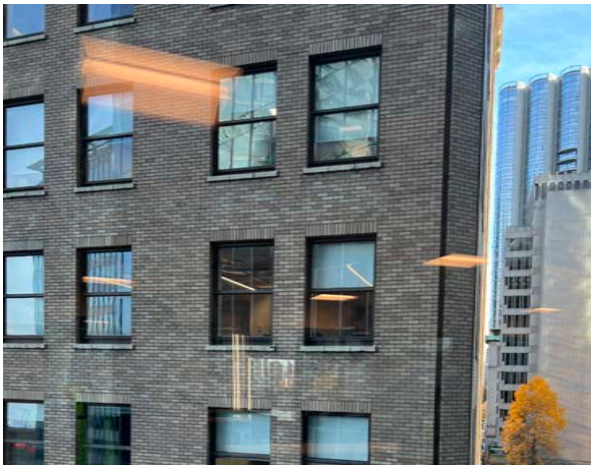
The exploratory work determined steel shelf angles supported the exterior wythe of brick. The condition of the shelf angles varied with some exhibiting severe corrosion resulting in 'rust jacking' contributing to the deterioration of the exterior brick. The exploratory investigations also determined that the original steel

4 CONSERVATION STRATEGY



Above: Detail of Marine Building showing exterior wall assembly, 1929. [CAA F23-S1-FL1606 (MC 10.3 FL1 MCA 447.139)]. Right Top and Bottom: Variegated brown brick of the Marine Building, 2024. (DLA)

4 CONSERVATION STRATEGY



Use, colour variation, and condition of brick on exterior facades of Marine Building, 2024. (DLA and RJC)

Top and Bottom: Condition of brick showing cracks at mortar joints and through brick, and past repointing work. Corroded condition of existing shelf angle and lack of shelf angle on return shown, 2024. (RJC)

shelf angles existed at the slab edge only and did not extend at the returns of the pilasters. This detail, as well as the corrosion of the existing shelf angles, are considered to be contributing factors to masonry deterioration (e.g. cracking) particularly at the corner head joints and returns of the brick facade.

The proposed interventions to address the deteriorated brick of the identified scope areas (see RJC drawings R.301 and R.302 dated 2024.08.09) include: cleaning of the exterior masonry; assessment and repair or replacement of existing shelf angles; addition of shelf angles at returns; replacement of damaged brick using salvaged original or new brick that matches the original; localized repointing; and, anchoring of brick to base structure.

A critical aspect of the work will be the brick (salvaged or new) on the exterior. Brick removed to permit work to be completed that is in good condition will be salvaged for reuse. Recommended salvaged brick be prioritized for use on the Burrard Street facade. Where new brick is required, the new brick must match the variegated brown colours of the cleaned original brick, as well as its strength, absorption, and dimensions. Where new and salvaged brick are used, the new brick should be randomly mixed with the salvaged brick. The variegated colour of the existing brick may required more than one colour of new brick to be obtained and may require custom brick production. Failure to select new bricks of suitable matching colours will result in unsightly bands/ courses of mismatched brick across the primary

Left Top and Bottom: Completed mock up using salvaged and new brick viewed from scaffolding and street level. Visual difference between the new brick and the existing is significant and closer colour matched brick should be considered, 2024. (RJC, DLA)
Right: Example of Vancouver building where shelf angles were replaced. Note banding evident in brick where shelf angles were replaced, 2024. (DLA)

facade and wings of the Marine Building, irreparably damaging the appearance of Western Canada's Art Deco icon.

CONSERVATION STRATEGY: PRESERVATION AND REHABILITATION

- Preserve sound brick whenever possible.
- Where brick is cleaned,do not use any abrasive methods that may damage the fireskin surfaces. Use a soft natural bristle brush and mild water rinse. Only approved chemical restoration cleaners may be used. Sandblasting or any other abrasive cleaning method of any kind is not permitted.
- Expose existing shelf angles and salvage brick in good condition that is suitable for reuse. Store salvaged brick in manner that ensures no damage will occur.
- Assess exposed shelf angles to determine if shelf angle requires cleaning and coating or replacement.
- Install new shelf angles at returns as indicated on RJC drawings.
- Where brick is temporarily removed to permit work, ensure courses and wall above work area are adequately supported.
- Anchor brick in identified scope areas to back up structure. Anchor brick through bed joints.
- Re-instate exterior brick wythe of variegated brown brick using salvaged brick and new brick, where required, that matches the original in colours, dimensions, strength, and absorption. Where new brick is used, new brick should be mixed with salvaged original brick.
- Localized repointing of brickwork. Mortar to match colour of cleaned mortar, joint size, pointing profile and struck order. Mortar composition, consistency, and strength to be suitable for brick.
- Submittals to be reviewed by Consultants.
- Mock ups of cleaning, repairs, anchoring, relaying brick, and repointing to be completed and reviewed by Consultants prior to work proceeding.

4.2 WINDOWS

The exterior facades of the Marine Building are punctuated with regularly arranged windows permitting light to flood interior spaces. At the ground floor, large multi-assembly windows are present on the Burrard and West Hastings Street facades. The terra cotta window surrounds and jambs feature a stepped profile and the top of the window openings and transom windows are tapered. The original window sashes and configurations of the ground floor have been changed. When the Marine Building was first built, the ground floor featured single and multi-lite transoms with triple assembly or casement windows below. Although the sashes have been removed, the original wood jambs remain and are in good condition.

The configuration of the fenestration of the building's upper floors are single assembly window openings. The original sashes have been replaced with the exception of fenestration of the upper most floors. The window openings of the upper most floors are similar to the ground floor with openings tapered and mahogany window assemblies.

Example of tapered window openings and windows of ground floor, 2022. (Google)

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Single assembly one-over-one hung windows of the Marine Building present on floors above the ground floor, 2024. (DLA)

Interventions proposed for the windows of the identified scope areas (see RJC drawings R.301 and R.302 dated 2024.08.09) is limited to the removal and replacement of the existing sealant.

CONSERVATION STRATEGY: REHABILITATION

- Replace existing sealant with new at windows of identified scope areas.

4.3 EXTERIOR COLOUR SCHEDULE

The painted finish of the Marine Building is limited to the wood window assemblies and metal window lintels. Those painted elements visible from the street level appear to be in fair to good condition. The proposed work for facade repairs is not expected to impact the existing painted finish of the windows. The exposed shelf angles will be prepped and painted.

CONSERVATION STRATEGY: RESTORE

- If painted window finish is disturbed inadvertently through the proposed work, repaint to match existing.
- Repaint shelf angles to match existing.

5 MAINTENANCE PLAN

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

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

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

5.1 MAINTENANCE GUIDELINES

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

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

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

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

5.2 PERMITTING

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

5.3 ROUTINE, CYCLICAL AND NON-DESTRUCTIVE CLEANING

Following the *Standards and Guidelines for the Conservation of Historic Places in Canada*, be mindful of the principle that asserts “using the gentlest means possible”. Any cleaning procedures should be undertaken on a routine basis and should be undertaken with non-destructive methods. Cleaning should be limited to the exterior material such as concrete and stucco wall surfaces and wood elements such as storefront frames. All of these elements are usually easily cleaned, simply with a soft, natural bristle brush, without water, to remove dirt and other material. If a more intensive cleaning is required, this can be accomplished with warm water, mild detergent and a soft bristle brush. High-pressure washing, sandblasting or other abrasive cleaning should not be undertaken under any circumstances.

5.4 REPAIRS AND REPLACEMENT OF DETERIORATED MATERIALS

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

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

5.5 INSPECTIONS

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

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

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

5.6 INFORMATION FILE

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

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

5.6.1 LOG BOOK

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

type of repair, location and all other observations and information pertaining to each specific maintenance activity.

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

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

5.7 EXTERIOR MAINTENANCE

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

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

5.7.1 INSPECTION CHECKLIST

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

EXTERIOR INSPECTION

Site Inspection:

- ◯ Is the lot well drained? Is there pooling of water?
- ◯ Does water drain away from foundation?

Foundation:

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

Masonry:

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

5 MAINTENANCE PLAN

Wood Elements:

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

Condition of Exterior Painted Materials:

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

Windows:

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

Doors:

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

Gutters and Downspouts:

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

Roof:

- ◯ Are there water blockage points?
- ◯ Is there evidence of biological attack? (Fungus, moss, birds, insects)
- ◯ Are flashings well seated?
- ◯ Are metal joints and seams sound?
- ◯ Does the soffit show any signs of water damage? Insect or bird infestation?
- ◯ Is there rubbish buildup on the roof?
- ◯ Are there blisters or slits in the membrane?
- ◯ Are the drain pipes plugged or standing proud?
- ◯ Is water ponding present?

INTERIOR INSPECTION

Basement:

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

Concealed Spaces:

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

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

5.7.2 MAINTENANCE PROGRAMME

INSPECTION CYCLE:

Daily

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

Semi-annually

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

Annually (Spring)

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

Five-Year Cycle

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

Ten-Year Cycle

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

Twenty-Year Cycle

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

Major Maintenance Work (as required)

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

APPENDIX A: RESEARCH SUMMARY

Name: Marine Building
Address: 355 Burrard Street, Vancouver, British Columbia
Original Owner: Stimson's Canadian Development Co.
Date of Construction: 1929-1930
Architects: McCarter and Nairne
Builder: E.J. Ryan Contracting Co. Ltd.
Terra Cotta: Gladding McBean (Auburn, Washington plant)
Ornamental Plasterwork: Alimando Fabri, Sculptor.
Interior Decorating and Painting: John Greed.

BUILDING PERMITS:

- City of Vancouver B-24816; Owner: Stimson's Co.; Architect: McCarter & Nairne; Builder: Ryan, E.J.; Legal Address: DL: 185 Block: 1 Lots: 1 & 2; Date: 1929-03-13; Address: 355 Burrard Street; Value: $20,000; Remarks: Office/Store; New.
- City of Vancouver B-26032; Owner: Stimson's Co.; Architect: McCarter & Nairne; Builder: Ryan, E.J.; Legal Address: DL: 185 Block: 1 Lots: 1 & 2; Date: 1929-05-14; Address: 355 Burrard Street; Value: $25,000; Remarks: Office/Store; New.
- City of Vancouver B-26865; Owner: Stimson's Canadian Development Co. [Marine Building]; Architect: McCarter & Nairne; Builder: E. J. Ryan Contracting; Legal Address: DL: 185 Block: 1 Lots: 1 & 2; Date: 1929-07-02; Address: 315-385 [355] Burrard Street; Value: $1,250,000.00; Remarks: Office/Store; New;

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- *Vancouver Sun*: August 15, 1953, pg. 21, 'Vancouver Gargoyles,' No. 3, illus.
- *Vancouver Sun*: Jun 11, 1955, pg. 5, 'It's Still our Tallest,' illus.
- *B.C. Motorist*, Vol. 13, March-April 1974, p. 8-11, 'The Million Dollar Folly,' illus.

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- 1989-10-26 *Vancouver Sun* pg.G1
- 2004-07-10 *Vancouver Sun* pg.C1 and C3.doc
- 2004-07-10 *Vancouver Sun* pg.C1
- 2004-07-10 *Vancouver Sun* pg.C3
- 1955-06-11 *Vancouver Sun* (About BC Magazine) pg.05
- 1963-08-20 *Vancouver Sun* pg.03
- 1989-05-18 *Province* pg.05
- 1989-10-21 *Vancouver Sun* pg.D2
- 1930-10-07 *Vancouver Sun* (Marine Building Supplement) pg.06
- 1930-10-07 *Vancouver Sun* (Marine Building Supplement) pg.07
- 1934-12-01 Vancouver Province (Sunday Magazine) pg.02
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- 1939. Crookall, James. Marine Building [CVA 260-1330]
- 1939. Frank, L. Marine Building [VPL 14663]
- 1943(ca.) Coltman, Don. Burrard Inlet [CVA 586-2242]
- 1944. Frank, L. Marine Building [VPL 5094]
- 1945. Coltman, D. Bystanders outside of the Marine Building [CVA 586-3601]
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- 1974. Hastings and Burrard intersection [CVA 1095-00273]
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- 1976. Marine Building [CVA 1095-13683]
- 1976(ca.) Detail of Marine Building [CVA 1095-13657]
- 1976(ca.) Detail of Marine Building [CVA 1095-13658]
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- 1986. 355 Burrard Street [CVA 791-1208]
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- nd. Detail of Marine Building radiator screen [Unknown Source]
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APPENDIX C
Vancouver Heritage Commission
(retrieved from February 3, 2024 minutes)

1. Marine Building, 355 Burrard Street (VHR, M)
Heritage Incentive Program Grant Application DB-2024-03407

Staff: Elijah Sabadlan, Heritage Planner

Applicant: Jesse Hague, Oxford Properties Group
Michael McLean, Read Jones Christoffersen Ltd. Engineers
Chelsea Dunk, Luxton

Staff and the applicant team responded to questions.

Following discussion, it was

MOVED by Commissioner Gordon
SECONDED by Commissioner Fraser

WHEREAS the Marine Building located at 355 Burrard Street is a designated heritage building on the City of Vancouver Heritage Register;

THEREFORE BE IT RESOLVED

A. THAT the Vancouver Heritage Commission support the proposed building envelope and structural/seismic upgrades as presented in the Façade Conservation Plan prepared by Donald Luxton and Associates dated June 2024, and revised on October 2024;

B. THAT the Vancouver Heritage Commission support the financial incentive through the Heritage Incentive Program.

CARRIED UNANIMOUSLY