



P.O. Box 1749  
Halifax, Nova Scotia  
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**Item No. 9.1.1**  
**Design Review Committee**  
**February 8, 2018**

**TO:** Chair and Members of Design Review Committee

Original Signed

**SUBMITTED BY:**

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Kelly Denty, Acting Director, Planning and Development

**DATE:** January 2, 2018

**SUBJECT:** **Case 21461: Substantive Site Plan Approval – 1451 & 1435 Hollis Street, Halifax**

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#### **ORIGIN**

Application by WSP Canada Inc. for substantive site plan approval to enable the development of an 8 storey residential building at the southeast corner of Bishop Street and Hollis Street, Halifax.

#### **LEGISLATIVE AUTHORITY**

*Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development*

#### **RECOMMENDATION**

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for a residential building at 1451 & 1435 Hollis St, Halifax as shown in Attachments A and B; and
2. Approve the requested variances to the Land Use By-law requirements regarding minimum ground floor height, streetwall height, and maximum height, as contained in Attachment C; and
3. Accept the findings of the qualitative wind impact assessment, as contained in Attachment D.

## **BACKGROUND**

An application has been received from WSP Canada Inc. for substantive site plan approval to enable the development of an 8-storey residential building at the northeast corner of Bishop Street and Hollis Street (Map 1). To allow the development, the Design Review Committee (DRC) must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB). This report addresses relevant guidelines of the Design Manual in order to assist the Committee in their decision.

<b>Subject Site</b>	1451 & 1435 Hollis Street, Halifax
<b>Location</b>	Northeast corner of Hollis Street and Bishop Street, next to the Benjamin Weir House
<b>Zoning (Map 1)</b>	DH-1 (Downtown Halifax) Zone
<b>Total Size</b>	810 sq. metres (8,715 sq. feet)
<b>Site Conditions</b>	Significant grade change along Bishop Street
<b>Current Land Use(s)</b>	Vacant
<b>Surrounding Land Use(s)</b>	Surrounded by a mix of uses including: <ul style="list-style-type: none"><li>• The Alexander, a 23 storey (74.7m) multi-unit residential building to the east;</li><li>• Benjamin Weir House, a 3-storey registered heritage property to the north;</li><li>• Government House, a 3-storey registered heritage property across Hollis Street to the west;</li><li>• An 8-storey mixed use building is currently under construction, across Bishop to the south.</li></ul>

## **Project Description**

The proposed 8-storey mixed use building includes the following (Attachment A):

- A single partially underground level of parking containing 16 parking spaces, bicycle parking, storage and mechanical space;
- A shared private driveway off Bishop Street providing access to the subject site and neighboring properties including the Alexander;
- A total of 48 units on levels 2 to 7 with over half of the units containing two or more bedrooms;
- Landscaped open space located on levels 2, 3, 4, 6 and 7 in the form of common and private landscaped terraces, an enclosed penthouse amenity room and common rooftop amenity space; and
- Prominent exterior building materials include brick and stone masonry with spandrel panels on the upper storeys.

Information about the approach to the design of the building has been provided by the project's architect and can be found in Attachment B.

## **Regulatory Context**

With regard to the Downtown Halifax Secondary Municipal Planning Strategy (DHSMPS) and the Downtown Halifax Land Use Bylaw (LUB), the following are relevant to note from a regulatory context:

- Zone: DH-1 (Downtown Halifax)
- Precinct: Precinct 2 - Barrington Street South
- Building Height (Pre and Post-Bonus): The maximum permitted building height is 22 metres
- Streetwall Setback: Setbacks vary (0 – 4 metres)
- Streetwall Height: Minimum streetwall height is 11 metres and maximum streetwall height is 18.5 metres
- Civic Character: Prominent Civic / Cultural Frontage along Bishop Street

In addition to the above regulations, the Design Manual of the Downtown Halifax LUB contains guidance regarding the appropriate appearance and design of buildings and conditions for assessing any request to vary any of the built-form requirements.

### **Site Plan Approval Process**

Under the site plan approval process, development proposals within the Downtown Halifax Plan area must meet the land use and building envelope requirements of the LUB, as well as the requirements of the By-law's Design Manual. The process requires approvals by both the Development Officer and the DRC as follows:

#### Role of the Development Officer

In accordance with the Substantive Site Plan Approval process, as set out in the Downtown Halifax LUB, the Development Officer is responsible for determining if a proposal meets the land use and built form requirements of the Downtown Halifax LUB. The Development Officer has reviewed this application and determined that the following elements do not conform to the Downtown Halifax LUB:

- Minimum ground floor height
- Minimum streetwall height
- Maximum height

The applicant has requested variances to these elements, and additional information on these requests can be found in Attachment C.

#### Role of the Design Review Committee (DRC)

The DRC, established under the LUB, is the body responsible for making decisions relative to a proposal's compliance with the requirements of the Design Manual.

The role of the DRC in this case is to:

1. Determine if the project is in keeping with the Design Manual;
2. Consider and determine if the variance requests have been made pursuant to the variance criteria in the Design Manual (Attachment C); and
3. Determine if the proposal is acceptable in terms of expected wind conditions on pedestrian comfort and safety (Attachment D).

#### Notice and Appeal

Where a proposal is approved by the DRC, notice of the decision is given to all assessed property owners within the DHSMPs Plan Area boundary plus 30 meters. Any assessed property owner within the area of notice may appeal the decision of the DRC to Regional Council. If an appeal is filed, Regional Council will hold a hearing and make decision on the application. A decision to uphold an approval will result in the approval of the project while a decision to overturn an approval will result in the refusal of the site plan approval application. If no appeal is filed, the Development Officer may issue a Development Permit for the proposal.

## **DISCUSSION**

### **Design Manual Guidelines**

As noted above, the Design Manual contains a variety of building design conditions that must be met for the development of new buildings. Items of specific consideration to this proposal are as follows:

- Section 2.2 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct 2; and
- Section 3.6 of the Design Manual specifies conditions in which variances to certain Land Use By-law requirements may be considered.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment E. This table indicates staff's analysis and advice as to whether the project complies with the guidelines. Additionally, it identifies circumstances where different possible interpretations of how the project relates to a criterion, where additional explanation is warranted, or where the Design Review Committee will need to give attention in its assessment of conformance to the Design Manual.

Staff have identified the following items as discussion items that require further consideration by the Design Review Committee:

Animated Streetscape and Active Uses at Grade (Sections 2.2b, 3.2.2a, 3.2.5a, 3.2.5f)

To enhance the public realm and create pedestrian-oriented streetwall conditions, the Design Manual encourages active uses along street frontages with a high degree articulation. Sections 2.2b and 3.2.2a of the Design Manual specify that buildings should include pedestrian scaled design features and be oriented to the street edge with direct access to the sidewalk. Section 3.2.5 of the Design Manual provides guidelines where sloping streets are present. Section 3.2.5a and 3.2.5f specify that active uses at grade including pedestrian entrances, can mitigate the negative effects of sloping streets.

The proposed building is oriented toward Hollis Street with a single primary entrance, and there are no entrances along the Bishop Street frontage. Although this design does not strictly meet the guidelines of the Design Manual, the building design does not easily accommodate individual entrances along the Bishop Street façade. As stated by the applicant, the facade design does not include blank walls, and windows have been incorporated where possible to provide visual interest.

Future Commercial Uses (Section 3.2.3c)

Section 3.2.3c stipulates that where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date. No commercial uses have been proposed for this project but as stated by the applicant, there would be no significant barriers to future conversion to a commercial use along the Hollis Street frontage. The Bishop Street frontage does not have individual entrances so future conversion of that space to more fine grained commercial spaces may be more challenging.

**Variance Requests**

Three variances are being sought to the quantitative requirements of the Downtown Halifax LUB. The applicant has outlined each of the variance requests through diagrams and provided a rationale for each variance pursuant to the Design Manual criteria (Attachment C). Importantly, the diagrams in Attachment C indicate the extent of each variance. The staff review of each variance request is provided in this section as outlined below.

Variance 1: Maximum Height Variance – Railings and Penthouse

Section 8(10) of the LUB stipulates that rooftop features be setback no less than 3 metres from the outer most edge of the roof. In this case, a penthouse containing an amenity room, stairs, elevator, and mechanical space will have no setback from the southern roofline and approximately 2.75 meter setback from the eastern roofline. Further, a glass guardrail measuring approximately 1 metre in height is proposed along the entire roof edge of the 8<sup>th</sup> level.

Section 3.6.8 of the Design Manual allows for a modest variance to the maximum height subject to meeting certain conditions as outlined in Attachment E. Of the potential conditions for a variance, this application is being considered under the following provisions:

3.6.8 a. *the maximum height is consistent with the objectives and guidelines of the Design Manual; and*

*b. the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;*

The proposed variance for the penthouse setback is largely due to the location of the building's stairwell. As per the applicant's submission, due to the separation provided between the proposed building and the adjacent heritage property as suggested in the Design Manual, the egress stairwell must be located as shown. The requested variance is on internal property lines only and will not have a significant impact on views from the street.

Similarly, the applicant has requested a variance to the setback requirement to accommodate a glass railing along the 8<sup>th</sup> level roof terrace. This railing runs the entire length of each side of the building however, because it is constructed of glass it will have minimal visibility from the street. Both of these issues can be resolved through the same requested variance and staff recommend this variance be approved.

Variance 2: Land Uses at Grade (Ground Floor Height)

Section 8(13) of the LUB requires a minimum ground floor height of 4.5 metres (14.75 feet). The applicant has requested a variance to this requirement to permit a ground floor height of 3.7 metres (12 feet).

Section 3.6.15 of the Design Manual allows for a variance to the Land Uses at Grade requirements subject to meeting certain conditions outlined in Attachment E. Of the potential conditions for a variance, this application is being considered under the following provisions:

- 3.6.15 a. *the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and*
- b. *the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition; and*
- f. *in the case of a new building to be situated on a site located outside of the Central Blocks and off a Pedestrian-Oriented Commercial Street, the floor-to-floor height of the ground floor may be reduced to 3.5 metres if it is to be fully occupied by residential uses.*

Sunken floor conditions have not been created, and the proposed building is entirely residential. Although this may limit future conversion of the space to commercial uses, the reduction is in keeping with the guideline noted above at 3.7 metres. As such, staff recommend approval of this variance.

Variance 3: Streetwall Height

Section 9(3) of the LUB requires a minimum streetwall height of 11 meters. In keeping with the character of the adjacent heritage building, the applicant has requested the minimum streetwall height be reduced to 8.5 metres.

Section 3.6.3 of the Design Manual allows for a variance to the streetwall height requirements subject to meeting certain conditions as outlined in Attachment E. Of the potential conditions for a variance, this application is being considered under the following provisions:

- a. *the streetwall height is consistent with the objectives and guidelines of the Design Manual; and*
- c. *the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street.*

The proposed variance to the minimum streetwall height is requested to address the adjacent heritage property. The Benjamin Weir House, a municipal heritage property, is 3 storeys in height and abuts the subject property immediately to the south. To maintain the character of this portion of the street, the applicant has requested a variance to lower the streetwall height to continue the cornice line of the Benjamin Weir building. Section 4.3.1a of the Design Manual, which provides guidance on developments abutting heritage resources, stipulates that developments should maintain the same or similar cornice height of adjacent heritage buildings to create a consistent streetwall height. The proposed streetwall height is consistent with that of Benjamin Weir House and is in keeping with the intent of the Design Manual. Staff recommend approval of the variance.

### **Wind Assessment**

A qualitative wind impact assessment was prepared by RWDI for the project (Attachment D). The purpose of the assessment is to determine the wind impact of the completed development on the public realm and private amenity spaces relative to the expected level of comfort for people sitting, standing, and walking in those areas and identify measures to mitigate those impacts as appropriate.

The assessment concludes that the proposed building is a modest change from the existing situation. The study noted the following in particular:

1. The proposed rooftop amenity space would have wind conditions that are not ideal for seating areas. Local landscape features and a taller guardrail are recommended to mitigate these effects. The applicant has provided a revised landscaping plan taking these suggestions into consideration. Although the guardrail remains unchanged, planters have been located to the west of proposed seating areas to better mitigate winds, as recommended by the wind study.
2. The wind conditions along the Bishop Street and Hollis Street sidewalks are appropriate except at the southwest corner where they will be uncomfortable during winter months. However, as noted in the wind study, this is typical at street intersections in Halifax during the winter; and
3. Wind conditions at building entrances are acceptable.

### **Conclusion**

Staff advise that the proposed development and the requested variances are generally consistent with the objectives and guidelines of the Design Manual. Therefore, it is recommended that the substantive site plan approval application be approved.

### **FINANCIAL IMPLICATIONS**

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2017-18 operating budget for C310 Urban & Rural Planning Applications.

### **RISK CONSIDERATION**

There are no significant risks associated with the recommendations contained within this report. The risks considered rate low. To reach this conclusion, consideration was given to hazard risks (wind impacts on pedestrian safety).

### **COMMUNITY ENGAGEMENT**

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site plan approvals. The level of engagement was information sharing, achieved through the developer's website, public kiosks at HRM Customer Service Centres, and a Public Open House held on October 16, 2017.

### **ENVIRONMENTAL IMPLICATIONS**

No implications have been identified.

**ALTERNATIVES**

1. The Design Review Committee may choose to approve the application with conditions. This may require further submissions by the applicant, as well as a supplementary staff report.
2. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific guidelines of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

**ATTACHMENTS**

Map 1                    Zoning and Area of Notification

Attachment A    Site Plan Approval Plans

Attachment B    Design Rationale

Attachment C    Variance Requests

Attachment D    Wind Assessment

Attachment E    Design manual Checklist

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by:            Melissa Eavis, Planner III, Current Planning, 902.490.3966

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Report Approved by:            \_\_\_\_\_  
Maggie Holm, Principal Planner, Current Planning, 902.293.9496

Original Signed

Report Approved by:            \_\_\_\_\_  
Steve Higgins, Acting Manager of Current Planning, 902.490.4382

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FLOOR	P STALLS	1BR	2BR	3BR	UNITS	RENTABLE GFA (SF)	GFA (SF)	PRIVATE DECKS (SF)	AMENITY (INT) (SF)	AMENITY (EXT) (SF)
P1	16	-	-	-	-	-	8461	-	-	-
L1	-	6	2	-	8	5451	7167	230	-	-
L2	-	4	5	-	9	6152	7080	-	-	-
L3	-	5	5	-	10	6711	7640	140	-	-
L4	-	5	5	-	10	6711	7640	-	-	-
L5	-	1	3	2	6	5223	6197	1444	-	-
L6	-	1	4	-	5	3826	4800	1397	-	-
L7	-	-	-	-	-	-	1278	-	493	3523

TOTALS	
GFA (BUILDING)	41802 SF
GFA (PARKING)	8461 SF
AMENITY (INTERNAL)	493 SF
AMENITY (EXTERNAL)	3523 SF
RESIDENTIAL	34074 SF
PRIVATE DECKS	3211 SF
UNIT COUNT	48
1BR	22 46%
2BR	24 50%
3BR	2 4%
PARKING STALLS	16
CLASS A BICYCLE SPACES	19
CLASS B BICYCLE SPACES	5
BICYCLE SPACES (PROVIDED / REQUIRED)	25 / 24
RENTABLE AREA RATIO	82%
RENTABLE AREA RATIO (INCLUDING PRIVATE DECKS)	89%

**OUTDOOR AMENITY SPACE REQUIREMENT [11.25 m<sup>2</sup> per unit]:**

**REQUIRED:** 5812.51 SF [540.00 m<sup>2</sup>]  
 - MAX. 60% ON ROOF  
 - MIN. 40% ON GROUND

**PROVIDED:** 5978.75 SF [555.44 m<sup>2</sup>]

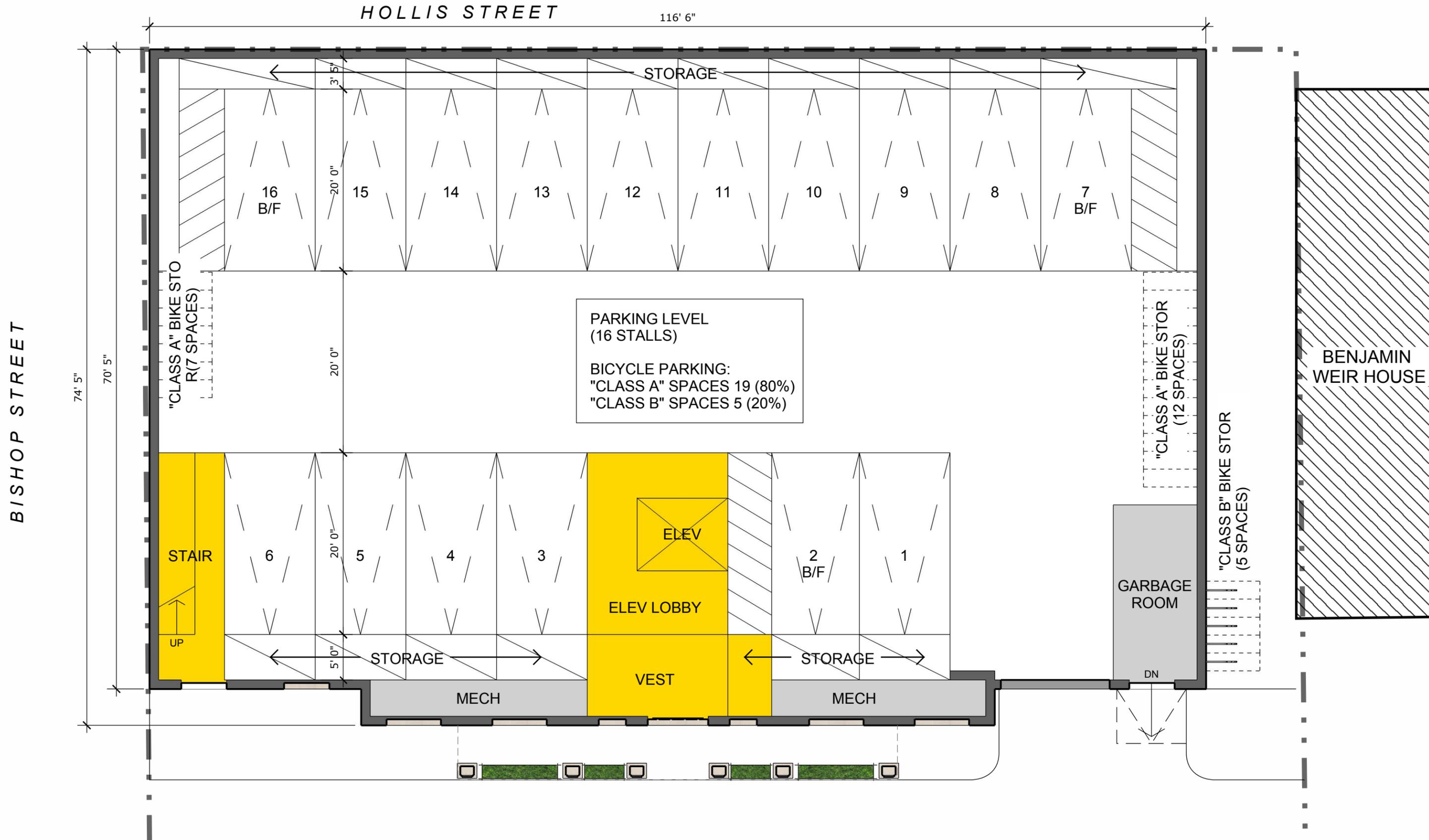
Roof: 3522.50 SF [327.25 m<sup>2</sup>]  
 Ground: 2456.25 SF [228.19 m<sup>2</sup>]

**PENTHOUSE ROOF COVERAGE:**

Penthouse Area: 1,278 SF  
 Total Roof Area (Level 7): 4,800 SF  
 Penthouse Coverage: 26.62%

(Subject to potential changes to internal layout, which may affect unit count and gross floor areas)

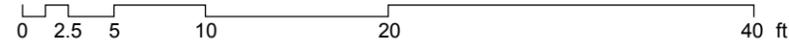




**Governor's Plaza** Plan Level P1

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2017-11-02

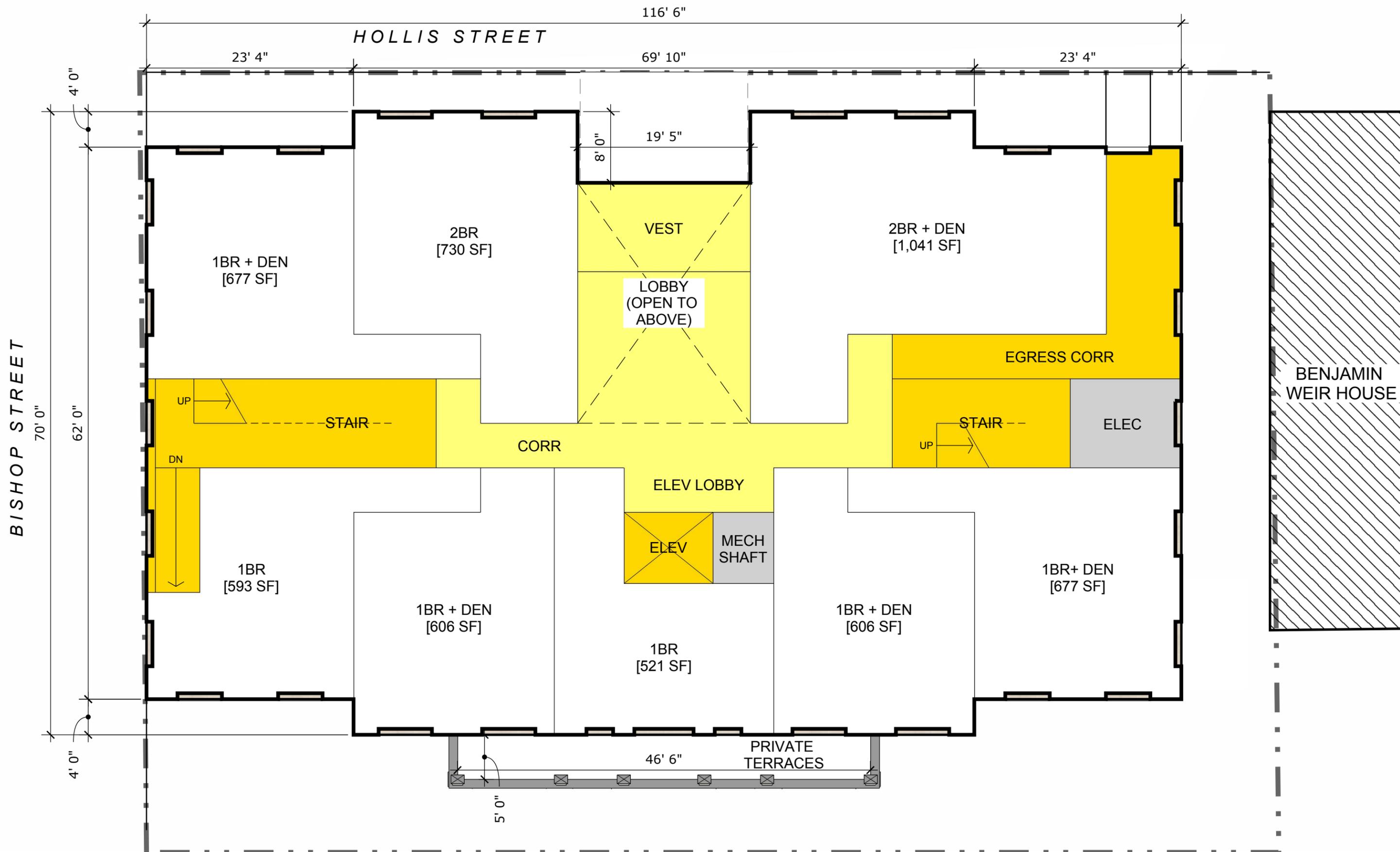
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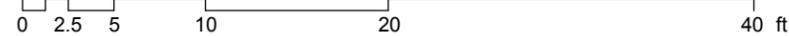
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**Governor's Plaza** Plan Level 1

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2017-11-02

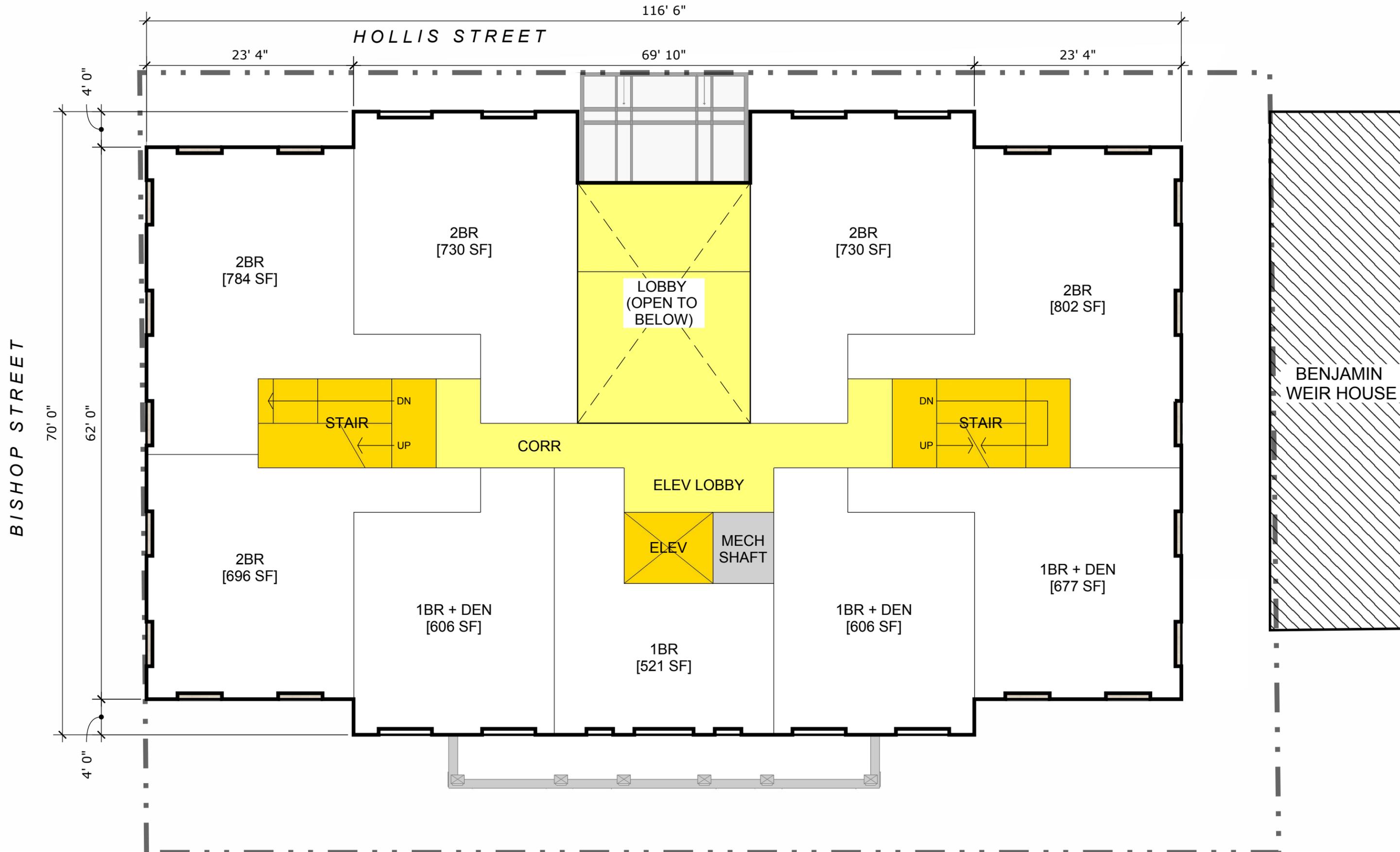
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**Governor's Plaza** Plan Level 2

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2017-11-02

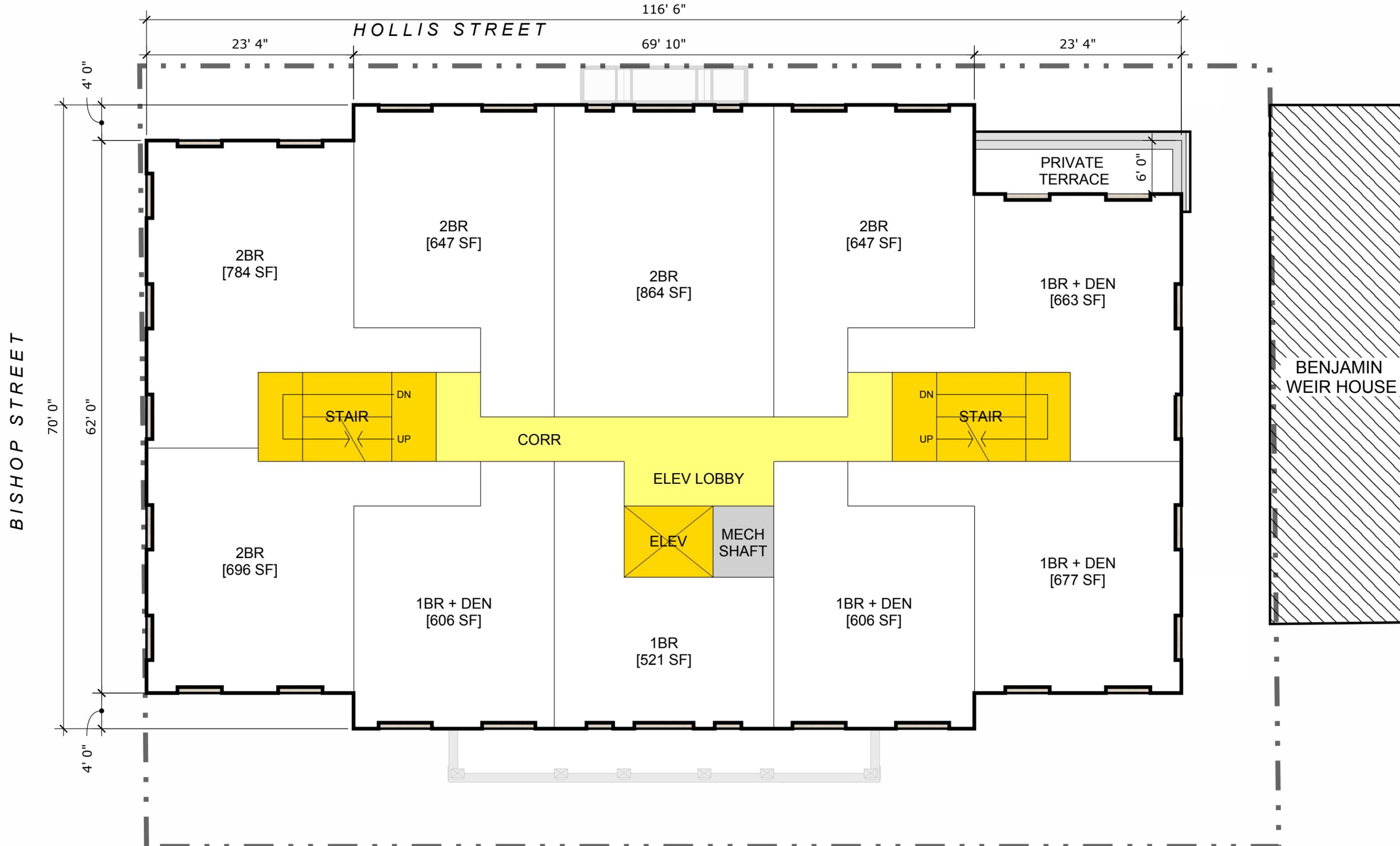
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**Governor's Plaza** Plan Level 3

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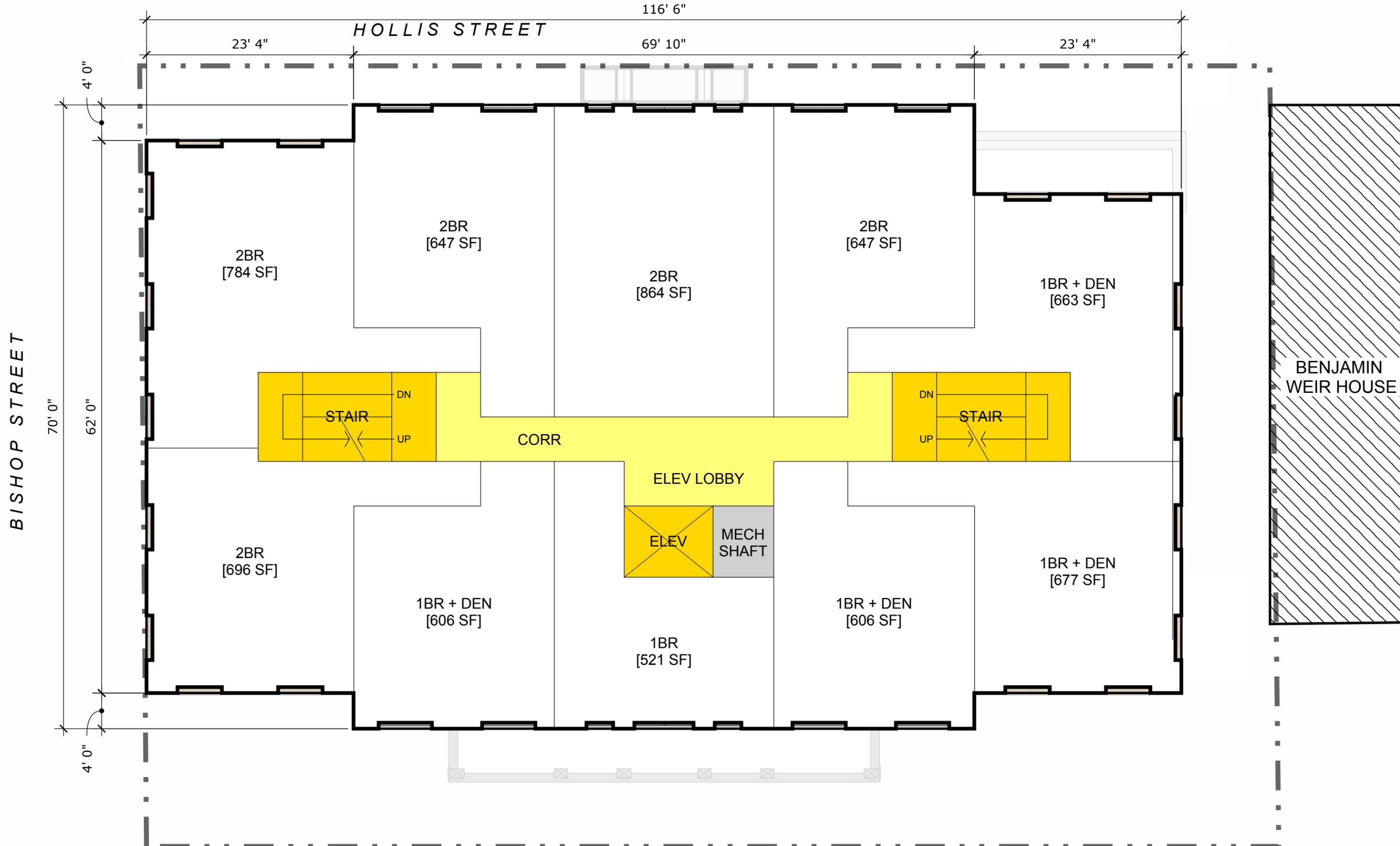
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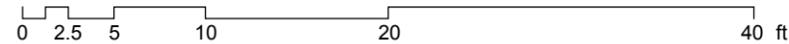
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**Governor's Plaza** Plan Level 4

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2017-11-02

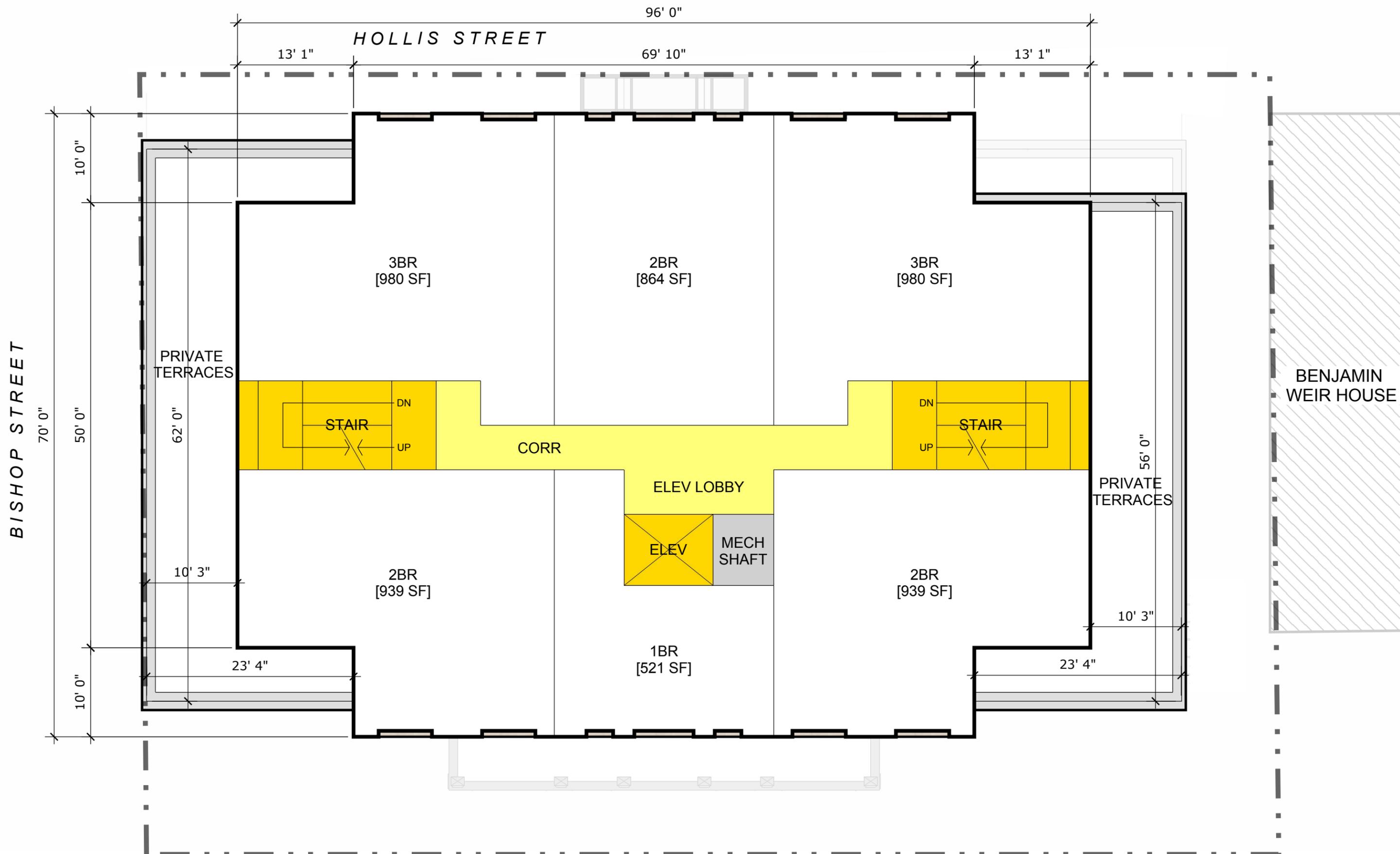
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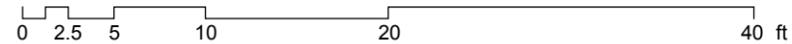
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**Governor's Plaza** Plan Level 5

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2017-11-02

Scale 1" = 10'-0"



ARCHITECTURE | 49

**A-105**

HOLLIS STREET

96' 0"

69' 10"

10' 0"

PRIVATE TERRACES

2BR  
[754 SF]

1 BR+DEN  
[617 SF]

2BR  
[754 SF]

STAIR

DN

UP

CORR

STAIR

DN

UP

ELEV LOBBY

ELEV

MECH SHAFT

2BR + DEN  
[933 SF]

2BR  
[768 SF]

50' 0"

BENJAMIN WEIR HOUSE

10' 0"

69' 10"

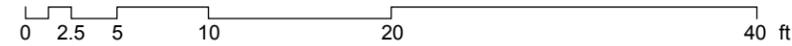
PRIVATE TERRACES

BISHOP STREET

# Governor's Plaza Plan Level 6

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2017-11-02

Scale 1" = 10'-0"



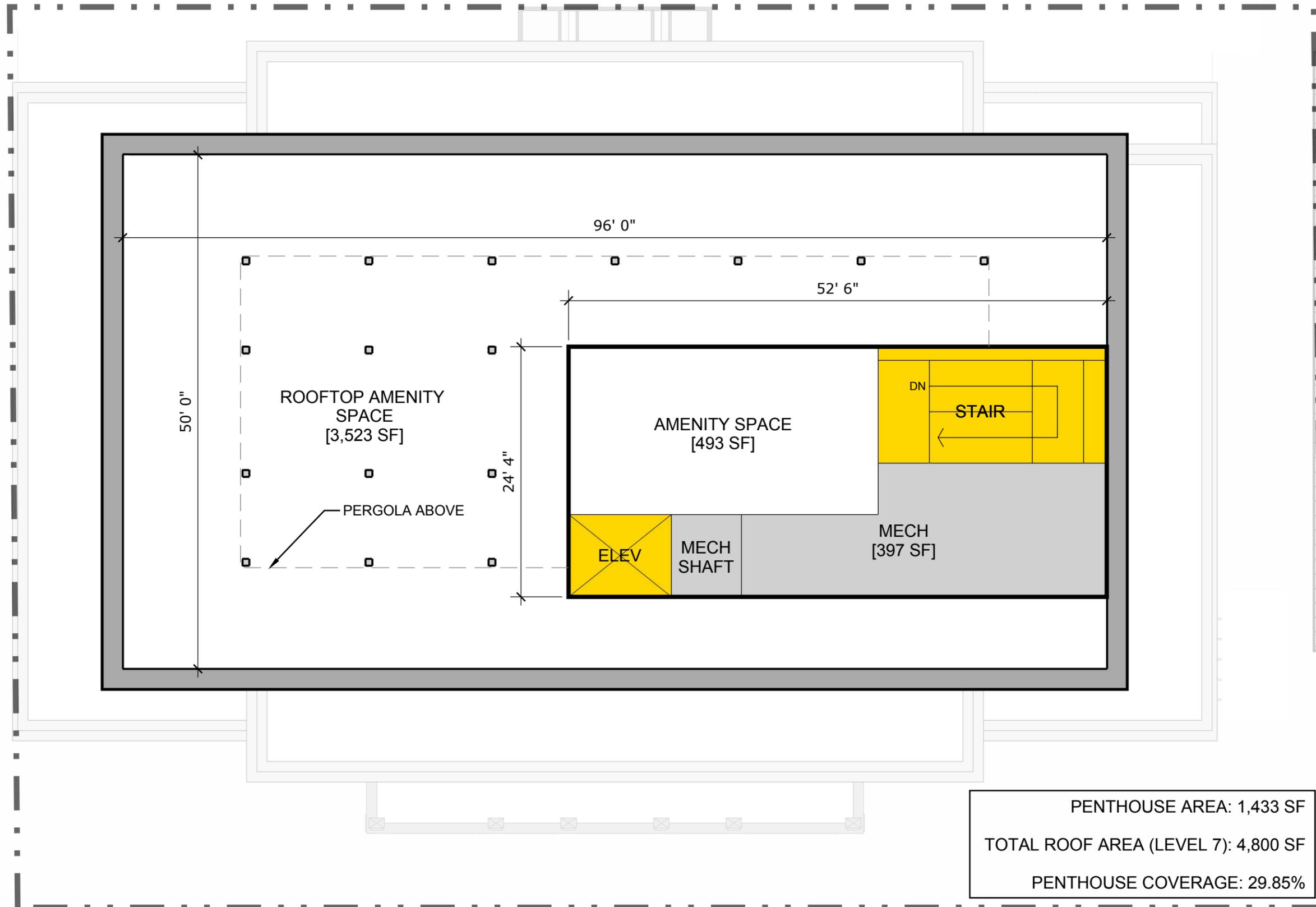
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A-106

HOLLIS STREET

BISHOP STREET



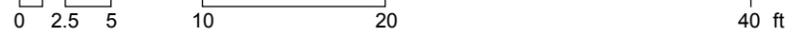
BENJAMIN WEIR HOUSE

PENTHOUSE AREA: 1,433 SF  
 TOTAL ROOF AREA (LEVEL 7): 4,800 SF  
 PENTHOUSE COVERAGE: 29.85%

Governor's Plaza Plan Level 7

161-04707-00  
2017-11-02

Scale 1" = 10'-0"



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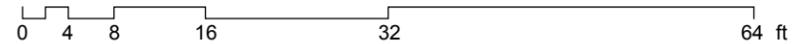
FAÇADE LEGEND	
1	BRICK MASONRY
2	PUNCHED WINDOWS W/ JULIET BALCONY
3	STONE MASONRY
4	PUNCHED WINDOWS W/ INTEGRATED GUARD
5	MASONRY CORNICE
6	WINDOW WALL/CURTAINWALL SYSTEM
7	DOORS W/ JULIET BALCONY
8	COMPOSITE PANEL SYSTEM
9	TEMPERED GLASS GUARDRAIL
10	LIGHTWEIGHT PERGOLA STRUCTURE
11	FENCED ENCLOSURE
12	METAL & GLASS CANOPY
13	PARKING GARAGE ACCESS
14	PUNCHED WINDOWS
15	SPANDREL PANEL
16	MECHANICAL LOUVERS



**Governor's Plaza** West Elevation (Hollis Street)

161-04707-00  
2017-11-02

Scale 1/16" = 1'-0"



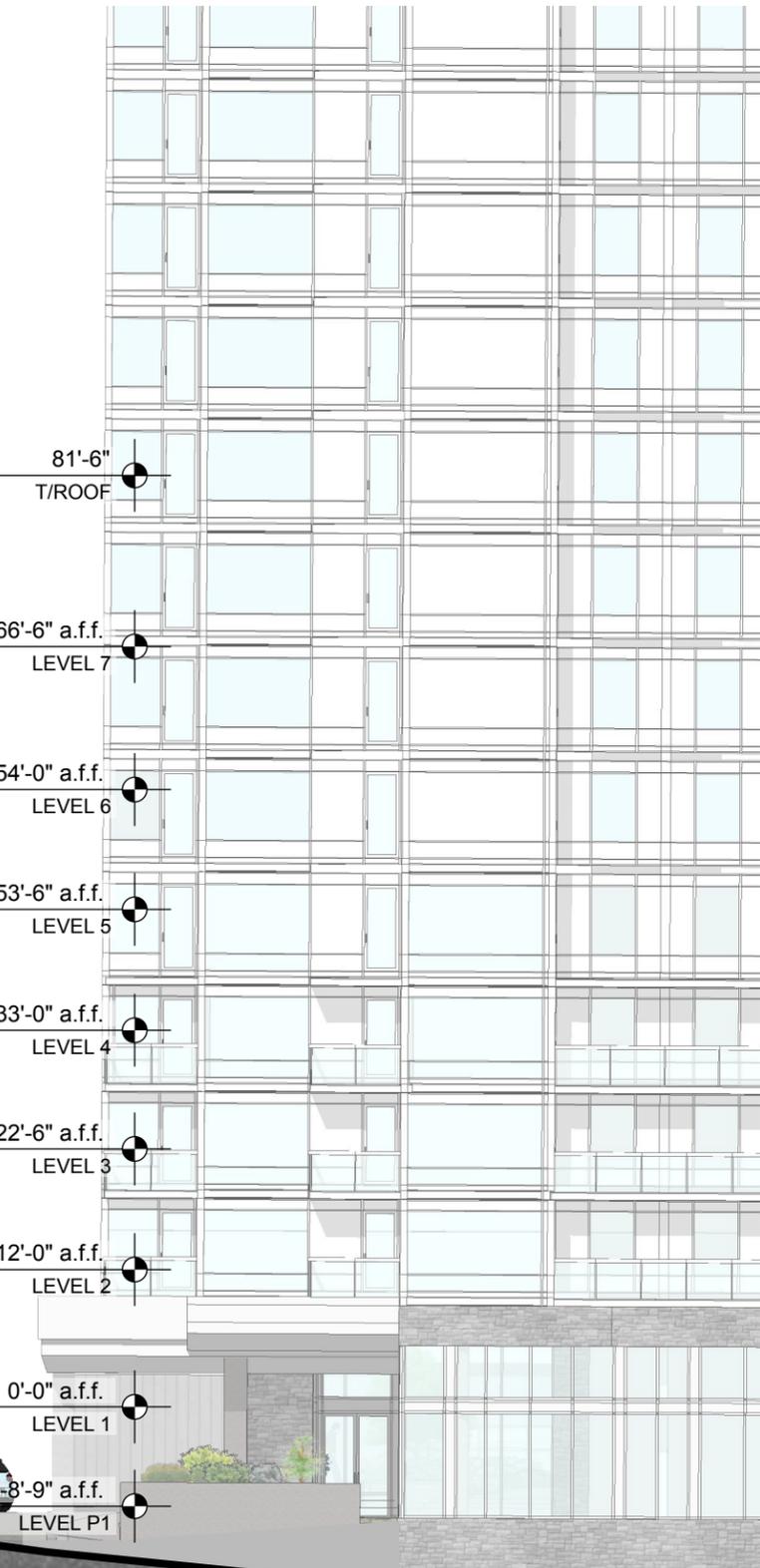
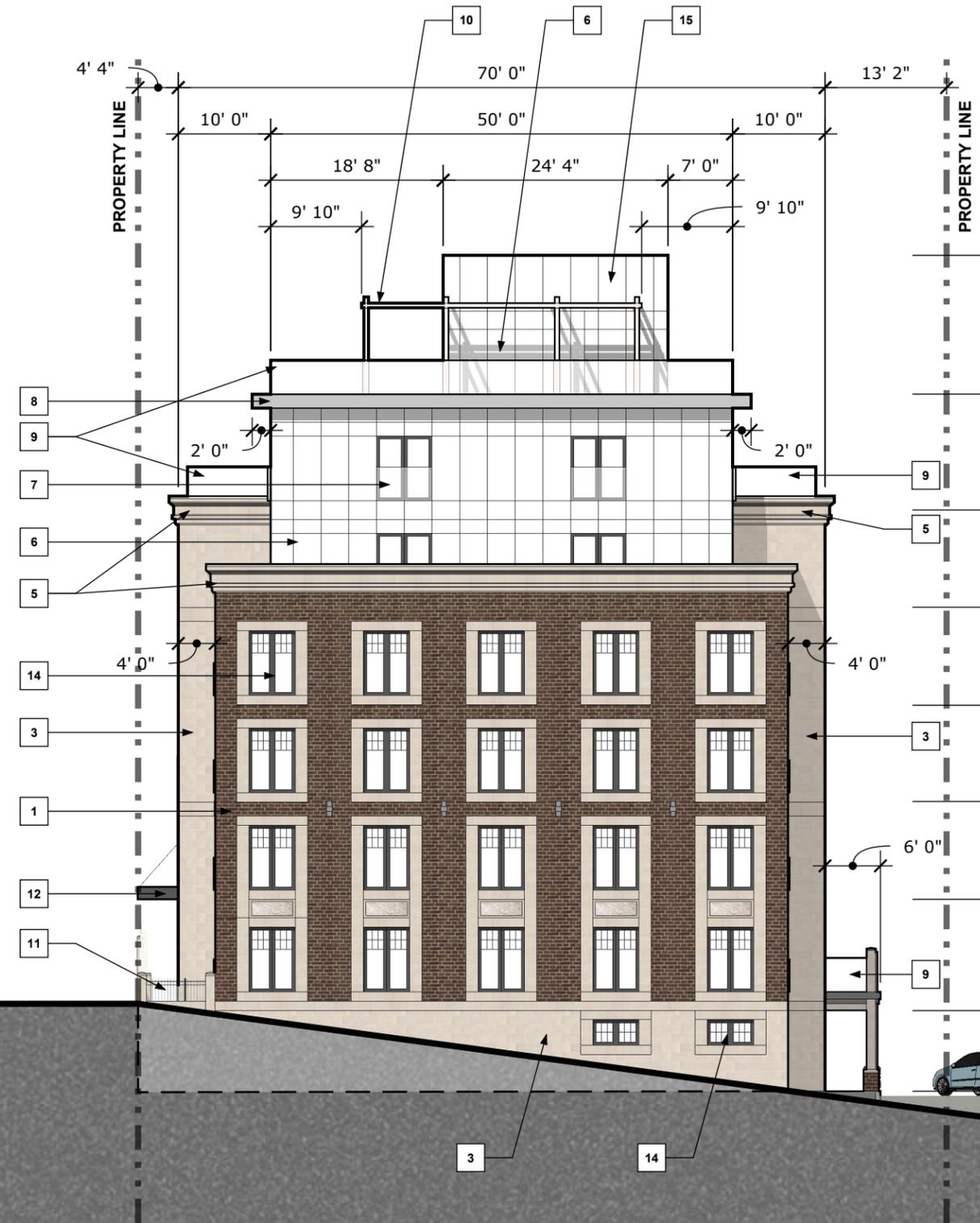
ARCHITECTURE

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FAÇADE LEGEND	
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3	STONE MASONRY
4	PUNCHED WINDOWS W/ INTEGRATED GUARD
5	MASONRY CORNICE
6	WINDOW WALL/CURTAINWALL SYSTEM
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13	PARKING GARAGE ACCESS
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15	SPANDREL PANEL
16	MECHANICAL LOUVERS

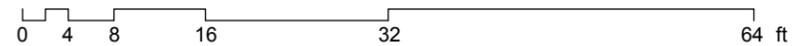
HOLLIS STREET



**Governor's Plaza** South Elevation (Bishop Street)

161-04707-00  
2017-11-02

Scale 1/16" = 1'-0"



ARCHITECTURE

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A-201

FAÇADE LEGEND	
1	BRICK MASONRY
2	PUNCHED WINDOWS W/ JULIET BALCONY
3	STONE MASONRY
4	PUNCHED WINDOWS W/ INTEGRATED GUARD
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10	LIGHTWEIGHT PERGOLA STRUCTURE
11	FENCED ENCLOSURE
12	METAL & GLASS CANOPY
13	PARKING GARAGE ACCESS
14	PUNCHED WINDOWS
15	SPANDREL PANEL
16	MECHANICAL LOUVERS



**Governor's Plaza** East Elevation

161-04707-00  
2017-11-02

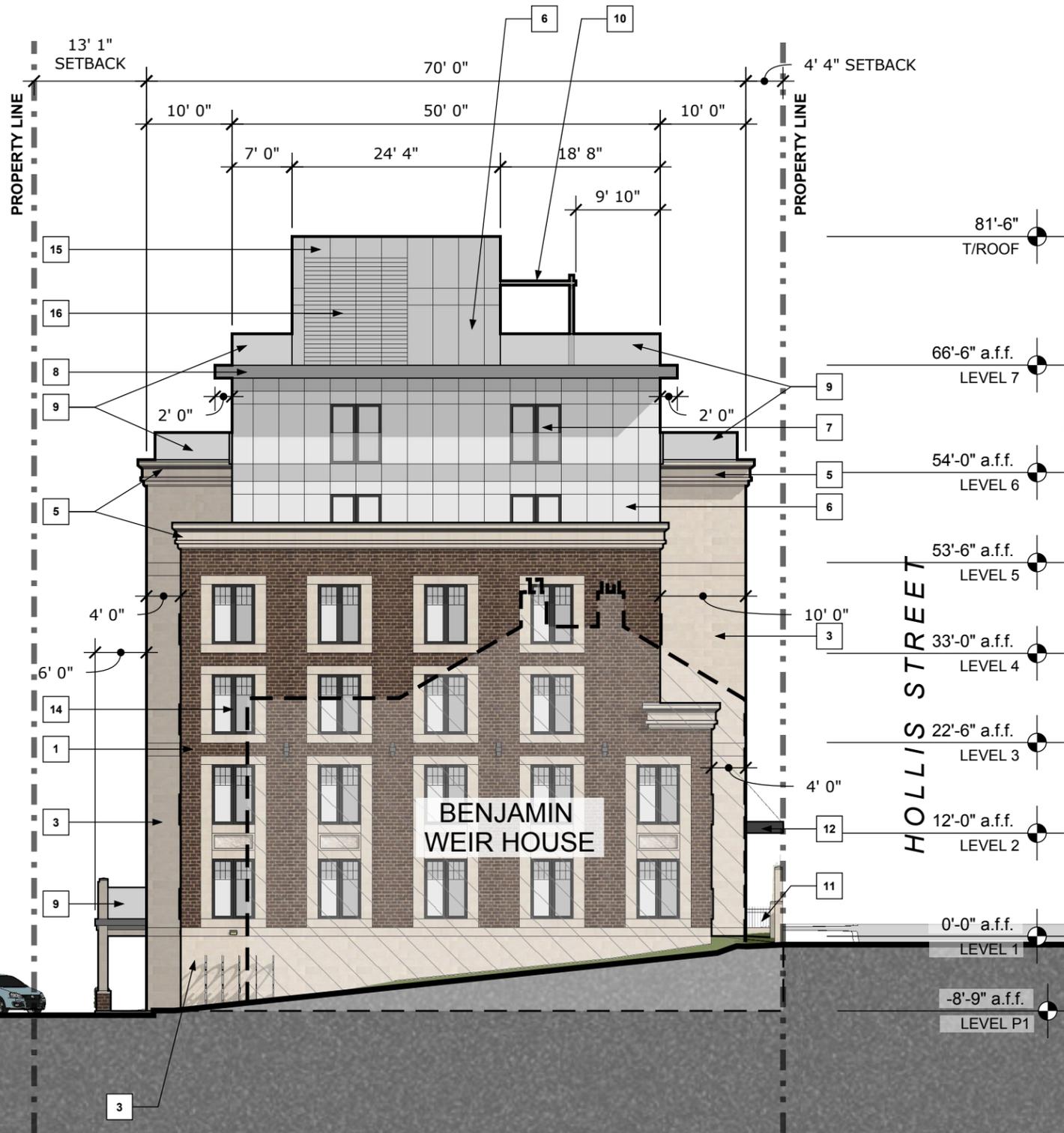
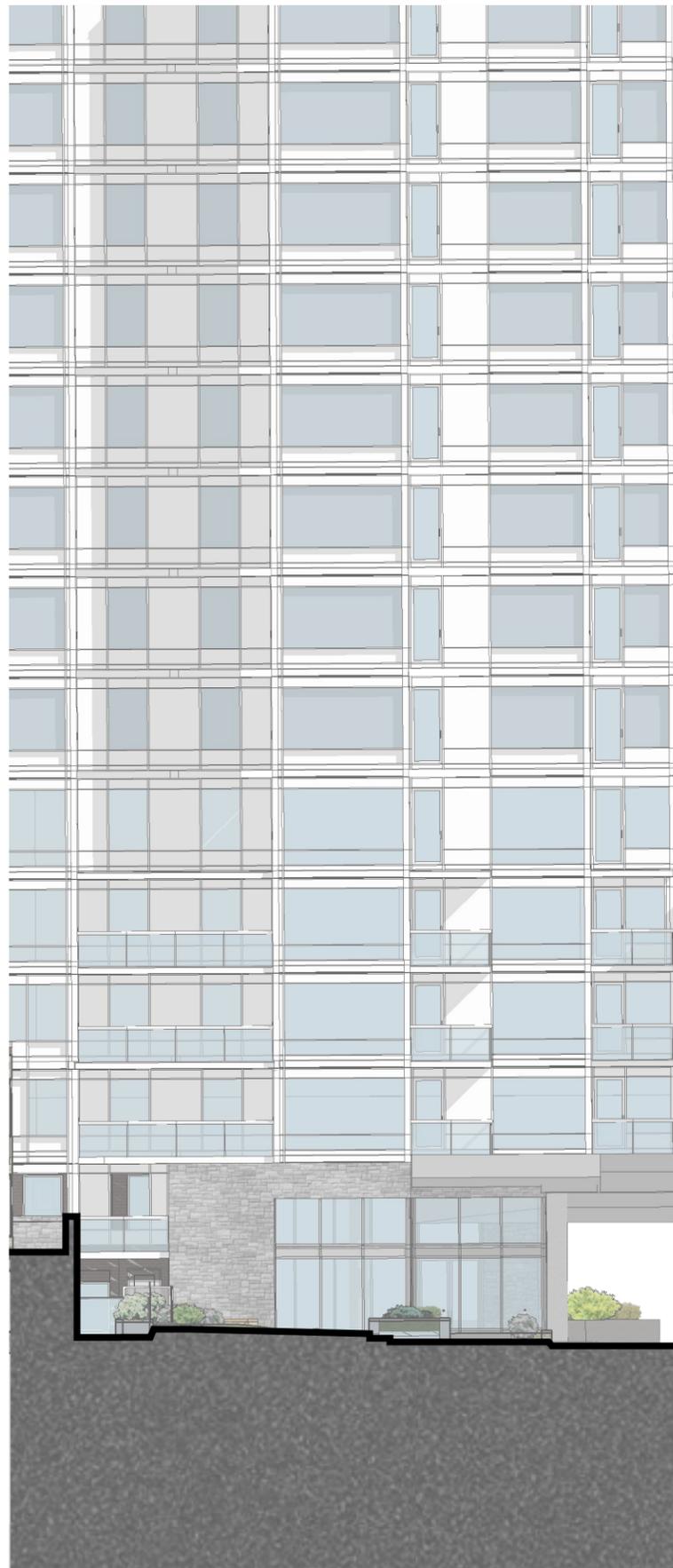
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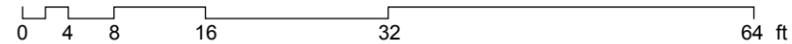


FAÇADE LEGEND	
1	BRICK MASONRY
2	PUNCHED WINDOWS W/ JULIET BALCONY
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9	TEMPERED GLASS GUARDRAIL
10	LIGHTWEIGHT PERGOLA STRUCTURE
11	FENCED ENCLOSURE
12	METAL & GLASS CANOPY
13	PARKING GARAGE ACCESS
14	PUNCHED WINDOWS
15	SPANDREL PANEL
16	MECHANICAL LOUVERS

**Governor's Plaza** North Elevation

161-04707-00  
2017-11-02

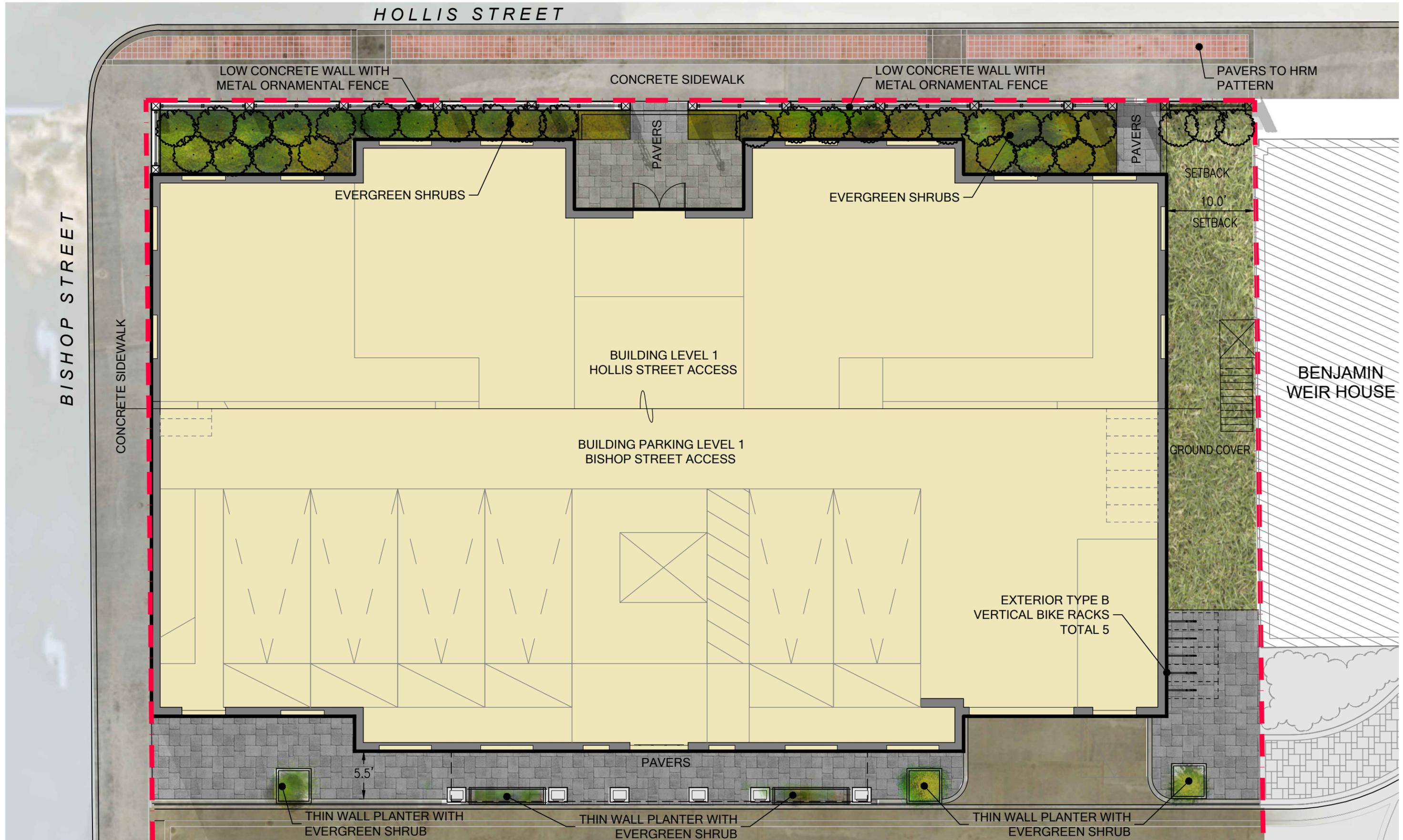
Scale 1/16" = 1'-0"



ARCHITECTURE

49

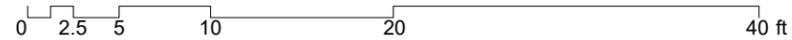
A-203



**Governor's Plaza** Site Plan Street Level

161-04707-00  
2017-11-01

Scale 1" = 10'-0"

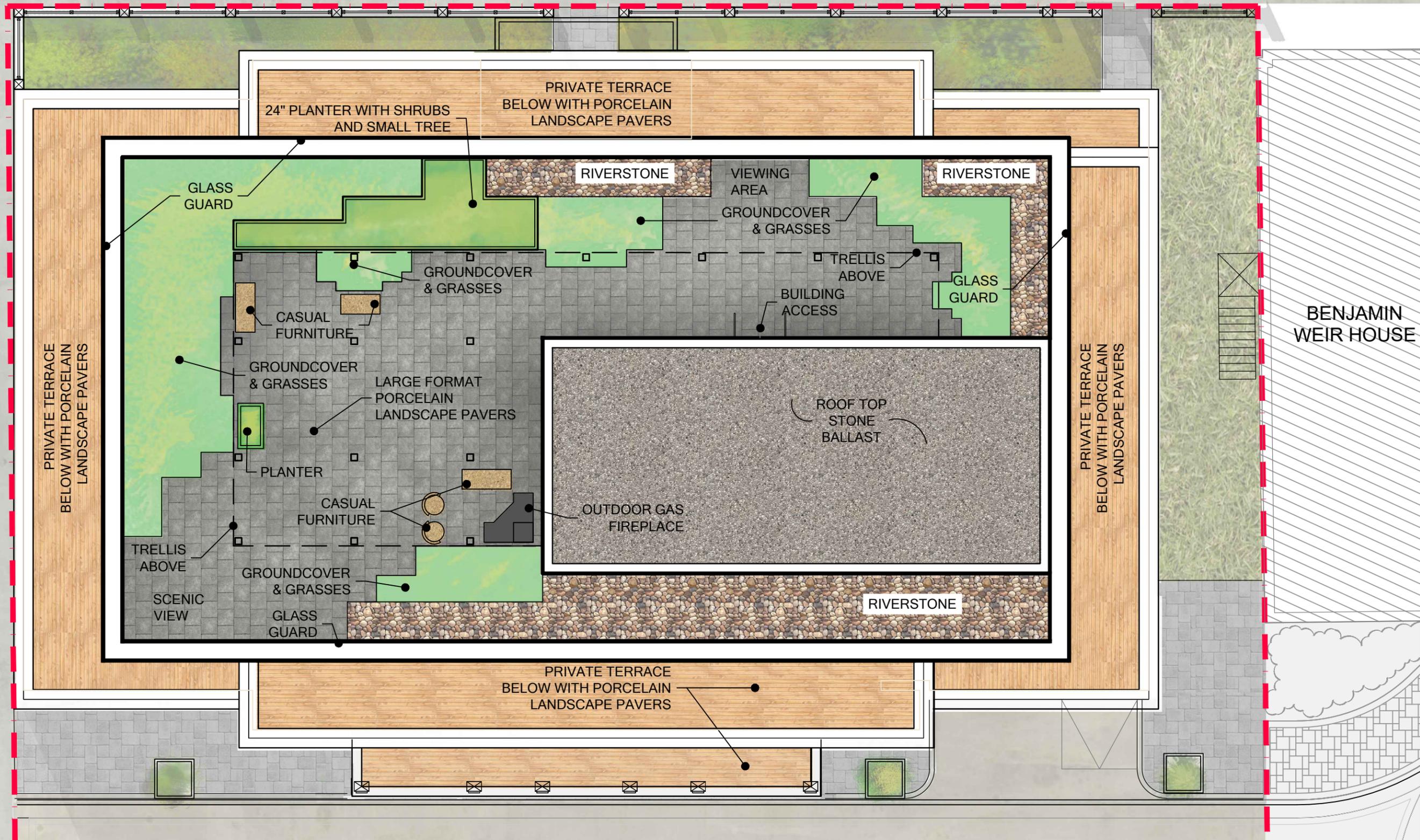


ARCHITECTURE

49

L-101

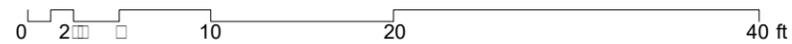
HOLLIS STREET



# Governor's Plaza Roof Terrace Amenity Space

161-04707-00  
2017-12-20

Scale 1" = 10'-0"



ARCHITECTURE

49

L-102



# Governor's Plaza

Rationale | Site Plan Approval  
November 2, 2017



# 1.0 Design Rationale

The project property is located at the corner of Hollis Street and Bishop Street, in the Downtown-waterfront neighbourhood of Halifax. The site is currently vacant, having served as parking for several years, and is surrounded by offices and hotels, small scale commercial, new and old residential and institutions such as churches, universities and the Government House residence. The new development will incorporate multi-unit residential space, underground parking and amenity spaces on the rooftop and at grade.

The design draws from the historic aesthetic of the neighbourhood, its volumes articulated to harmonize between traditional and modern architectural styles. The facades continue the proportions and materiality of the adjacent buildings through cornice lines, window spacing and masonry construction, while material changes create a textured, vibrant street-front. The building is set back to respect the neighbouring heritage building on Hollis Street, creating a landscaped side yard programmed as amenity space as well as resident circulation through the site.

The internal site setback serves as access space for both secondary residential and parking entrances, as well as maintaining a right-of-way with the adjacent Alexander building, which allows access to their various uses. On the bottom floor, a parking structure exits onto this space at grade, providing parking for the residents.

The building form is defined by three basic moves, emulating the varied and gradual evolution of heritage buildings in Downtown Halifax and cities abroad. The main core of the building is formed by the Georgian-inspired volume with light-coloured masonry, detailing and window proportions to reflect the style of its neighbours. Adjacent brick portion creates a varied façade and reduces the apparent mass of the building. The building steps back to a modern portion above, composed of glass and metal for an impression of lightness, and to remain a background element to the principal heritage inspired aesthetic of the lower portion. A penthouse on the roof allows access to the common rooftop deck, providing residents with greenery and outdoor space, as well as views of the Harbour and Downtown Halifax.





# 2.0 Design Manual and Guidelines

## DOWNTOWN HALIFAX LAND USE BY-LAW CRITERIA

This section is a review of the planning documents and design guidelines for this project.

- Downtown Halifax Land Use By-Law
- DH-1 Zone
- Precinct 2 – Barrington Street South
- Streetwall Setback: 0 - 4m
- Streetwall Height: 18.5m
- Pre-Bonus Height: 22.0m
- Post-Bonus Height: 22.0m

### Precinct 2: Barrington Street South

The following general criteria shall apply:

**2.2 A.** Retain, and to respect in future development, the small to mid-size types of buildings, or the effect achieved by buildings of that size range, and their relationship to the street, that currently exists along Barrington Street. Buildings that occupy larger floorplates and frontages should have design elements that replicate the existing rhythm of individual storefronts along the street.

The massing of the building is designed to retain and respect the effect achieved by small to mid-size types of buildings, and their relationship to the street. The building design has elements that replicate existing rhythms and proportions on the street.

**B.** Ensure that buildings create an animated streetscape through active ground floor uses and pedestrian scaled design features.

The building design creates an animated streetscape through active ground floor uses and varied façade materials that relate to local existing buildings and the pedestrian space.

**C.** Infill development along Hollis Street should be of a similar scale and type as that found on Barrington Street.

The infill reflects that which has been done on Barrington Street, in terms of scale and type.

**D.** New development shall appropriately frame Cornwallis Park and respect the train station as a historic landmark.

Not applicable – the site has no relevant proximity to Cornwallis Park or the train station, other than its presence on Hollis Street. In this regard, the project respects the heritage language and massing of Hollis street, as a procession towards these landmark spaces.

**E.** To permit surface parking lots only when they are an accessory use and are in compliance with the Land Use By-Law and Design Manual.

Not applicable – no surface parking included in design.

**F.** Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines).

The pedestrian environment is improved through the introduction of a well-designed, textured and balanced facade, and with visual interest in the form of façade articulation.

**G.** Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.

Canopies and awnings are incorporated into the streetscape design at the principal entrances to the building.



### Guideline 3.1.1 Pedestrian Oriented Commercial

**A:** Not applicable – No commercial programming in the building.

**B:** Not applicable – The first floor is programmed as residential units, and the façade is designed to pay homage to the heritage lines and aesthetic of the Adjacent Benjamin Weir House.

**C:** Not applicable – No commercial programming in the building.

**D:** Not applicable – No commercial programming in the building (although there is a suspended glass canopy over the main residential entrance).

**E:** Not applicable – No commercial programming in the building.

**F:** Though the spaces at grade are designed for residential and common lobby use, there are no significant barriers to converting them to commercial in the future, if so desired (assuming some degree of adherence to the design mandate of respecting the design of the adjacent building).

### Guideline 3.1.2 Street Wall Setback

See attached building drawings outlining street wall setbacks. Street wall is set back in the 0-4m category to align with the street wall of the existing neighbouring heritage building.

### Guideline 3.1.3 Street Wall Height

See attached building drawings outlining street wall heights.



### Guideline 3.2.1 Design of the Street Wall

**A:** The façade is articulated in multiple sections of varying prominence, incorporating multiple setbacks, material and detail treatments, in order to introduce a finer vertical rhythm to the building, consistent with the prevailing character of area.

**B:** The streetwall occupies the majority of the building's frontage on both Hollis and Bishop Streets, except for where internal lot setbacks were incorporated as required by the Land Use By-law, or to respect adjacent heritage architecture.

**C:** Setbacks, stepbacks and heights as per Land Use By-law requirements

**D:** Stepbacks above the streetwall immediately adjacent to the Ben Wier House on Hollis Street maintain the height established by the adjacent heritage architecture.

A shorter streetwall on the northern end of the building respects a 45° angle from the roofline of the adjacent building.

**E:** The streetwall is comprised of traditional masonry and detailing to reflect the heritage aesthetic of the context. This includes light-coloured stone, coursing and detailing to match that of the adjacent building and traditional window proportions and façade spacing.

**F:** Streetwall frontages will have multiple windows for each unit as is appropriate for residential uses, for a minimum of 40% glazing.

**G:** No pedestrian frontages have blank walls, nor any mechanical or utility functions.

### Guideline 3.2.2 Building Orientation and Placement

**A:** Not applicable Building is oriented towards Hollis Street, with a secondary façade fronting on Bishop Street. It is located on the southern portion of the site, with an internal lot setback as required by the Land Use By-law, as well as a right of way with the adjacent property to the east on Bishop Street.

There is a setback on the northern end of the site to avoid any damage to the adjacent heritage building, as well as respecting the limiting distance of its existing side-façade and avoiding crowding it visually. This space also helps fulfill the amenity space requirement based on the number of residential units in the building.

The main façade on Hollis Street is set back to create a small amenity space at ground level, and to respect the setback of the adjacent Ben Wier House and to improve the privacy of residential units on that side.

The main entrance is at grade on Hollis Street, and the secondary entrance is off of the landscaped internal setback off of Bishop Street, along with the parking access which runs through this space.

**B:** Not applicable

**C:** Not applicable

### Guideline 3.2.3 Retail Uses

**A:** Not applicable

**B:** Not applicable – No commercial programming in the building (although there is a suspended glass canopy over the main residential entrance)

**C:** Though the spaces at grade are designed for residential and common lobby use, there are no significant barriers to converting them to commercial in the future, if so desired (assuming some degree of adherence to the design mandate of respecting the design of the adjacent building).

**D:** Not applicable

**E:** Not applicable (though the façade does avoid obstructions by deep projections)

**F:** Not applicable

**G:** Not applicable

### Guideline 3.2.4 Residential Uses

**A:** Not applicable

**B:** The entrance is at grade level, and is clearly recognizable from the exterior.

**C:** The building does not feature a combination of individually-accessed units and common entrance or lobby-accessed units because the design of the Hollis Street frontage is intended to reflect the architectural style and typology of the adjacent heritage property, which features a common entrance on Hollis Street. This common entrance is an important part of

the centralized composition of the heritage façade. A combination of common entry and individually-accessed units would not be in keeping with this style, and would compromise the rhythm established by the heritage property.

**D:** Units with multiple bedrooms have immediately accessible outdoor amenity space at grade, via Juliet-style balconies and landscaped roofs.

**E:** Not applicable

**F:** Not applicable

### Guideline 3.2.5 Sloping Conditions (Bishop Street)

**A:** Uses and entrances are at grade related to the sidewalk and step with the slope of the street.

**B:** The Hollis street façade incorporates additional detailing between the first and second floor windows, Juliet balconies and articulated central massing. The window articulation, detailing around windows and frequency of fenestration is continued around the corner to the Bishop street façade.

**C:** The façade design includes a regular grid of fenestration, leaving no blank walls on the residential levels. At grade, windows are incorporated into the base wherever possible (due to the relationship between the floor levels and the sloping grade) and continue around the eastern corner to the interior of the site. The façades step back at the corners to create a dynamic treatment of the

building's edges, and the mass of the building above is stepped back to respect the street wall requirement on Bishop Street.

**D:** The material transition that forms the base of the building at grade expresses the line of the ground floor, while masonry reliefs between the first and second floors mark the line of the ceiling. Above, the courses of windows mark the floor and ceiling line of each level, but without reliefs in order to maintain the prominence of the ground floor. No portion of the wall along the Bishop Street frontage is blank.

**E:** Not applicable - Retail not present on sloping street

**F:** There will be an egress point from the main stairwell off of Bishop Street.

**G:** All streetwall heights are established at the lower of the two required by the Land Use By-law.

### Guideline 3.2.6 Elevated Pedestrian Walkways

Not applicable.

### Guideline 3.2.7 Other Uses

**A:** The residential uses at grade animate the street with frequent windows fronting on the public realm, and following a rhythm and pattern that is established by the adjacent heritage building. This includes a prominent lobby, introducing pedestrian activity in keeping with the grain of the existing heritage architecture on the street.



**Guideline 3.3.1 Building articulation (new construction side);**

**A:** Base: Levels at grade are constructed mostly of light-coloured masonry with traditional windows and subtle pilasters to reflect a Georgian façade aesthetic.

Middle: Modern aesthetic composed of metal and glass, to provide a clean background for the principal traditional architecture of the base.

Top: The rooftop penthouse is designed to be respectfully modern, secondary to the principal traditional architecture of the base, while providing views of the Harbour and Downtown Halifax.

**B:** The building is of modern design that is sensitive to the historical context where it is placed, incorporating traditional Georgian-inspired architecture in the streetfront facades.

**C:** Secondary building volumes are articulated in brick masonry and coursing and vertical detailing is used to give architectural variety and visual interest.

**D:** Consistent design language and rhythm is used throughout.

**Guideline 3.3.2 Materials**

**A:** Building materials are chosen to reflect that of the local heritage context, as well as define traditional and modern architectural volumes that respect each other aesthetically. These will have high quality modern construction.

**B:** The materials are limited to a palette appropriate to the different volumes of the building. These include light-coloured masonry, brick, glass and metal.

**C:** Building materials used on the front façade are carried around the building where any facades are exposed to public view at the side or rear.

**D:** Changes in material do not occur at building corners. They are applied to coherent massing volumes to represent the idea of buildings evolving through additions over time.

**E:** Building materials draw from the palette recommended for new construction.

**F:** Building materials are being used appropriately to their natures, and are not attempting to mimic other materials.

**G:** No stucco or stucco-like finishes used.

**H:** No vinyl siding, plastic, plywood, concrete block, EIFS and metal siding with exposed metal fasteners used.

**I:** No darkly tinted or mirrored glass used.

**J:** No unstained wood is used in the design of the rooftop decks.

#### Guideline 3.3.3 Entrances

**A:** The main entrance is recessed into a double height alcove with fenestration, leading into a double height common lobby. The rear entrance is covered by a canopy with arcade-style columns.

**B:** Both main building entrances are covered by canopies, the front entrance is recessed.

**C:** The entrances do not project into setback or stepbacks, except for the projecting canopies to a small extent.

#### Guideline 3.3.4 Roof Line and Roofscapes

**A:** The rooftop penthouse serves as a modern architectural beacon, with glass and metal construction that integrates into the lower building volumes.

**B:** The building's penthouse, or "top" is related to the middle and bottom through materiality and appropriate formal articulation.

**C:** The flat rooftops will be landscaped.

**D:** Rooftop mechanical is screened from view through its incorporation into the building's "top". The penthouse is consolidated into a single, subtle and well-designed rooftop structure.

**E:** Not applicable – no low-rise rooftops

**F:** The street side design of the parapet will be carried over to the backside of said parapet for a complete, finished look where they will be visible from other buildings and high vantage points.

#### Guideline 3.4.1 Prominent Frontages and View Termini

**A:** Not applicable

**B:** The proposed Governor's Plaza is located across Hollis street from Government House. The Hollis street frontage faces this prominent landmark and the Bishop street frontage runs along a prominent street leading from Government House to the waterfront. As such, the design of the building responds to the significance of its neighbour. The building is traditional in design in response to the heritage and tradition of Government House. The massing of the building is broken up to reduce the impact of the form on the street and the buildings overlooking the property. The traditional materials and building element scale use the heritage buildings of Halifax as inspiration. The building will contribute to the heritage significance of the neighborhood, not contrast it.

#### Guideline 3.4.2 Corner Sites

**A:** The building massing is recessed and is defined by a series of setbacks and step backs which open up the corner, along with views to the harbour, and mirrors the Georgian symmetry of the building's stepped design overall.

**B:** The stepped massing and a change in materiality from stone to brick masonry is designed to create a distinctive yet subtle treatment of the corner, maintaining the continuity of the traditional architecture that comprises the base of the building.

**C:** Both street frontages have a frontal design.

**D:** There is a small open space located on the corner of Hollis Street and Bishop Street, with

planting for visual/spatial relief.

#### Guideline 3.4.3 Civic Buildings

Not Applicable

#### Guideline 3.5.1 Vehicular Access, Circulation, Loading / Utilities

**A:** All parking located underground or internal to the building

**B:** The vehicular parking access has minimal to no impact on the streetscape, as the entrance is located in the internal rear of the site, accessed by taking advantage of a mandatory right of way with the adjacent building to the East. The developer has an 'easement' over the 'privately held land' in order to access the building.

**C:** Loading, storage, utilities, areas for delivery and trash pick-up are out of view from public streets and spaces, and residential uses.

**D:** Access areas are designed with high quality materials and detailing.

**E:** Utilities, mechanical equipment and meters will be coordinated with the building design.

**F:** Heating, venting and air conditioning vents, as well as utility hook-ups and equipment will be located away from public streets.

#### Guideline 3.5.2 Parking Structures

Not Applicable

#### Guideline 3.5.3 Surface Parking

Not Applicable



West Elevation- Hollis Street Main Entrance Signage

#### Guideline 3.5.4 Lighting

**A:** The principal traditional façade will be highlighted using spotlighting and building entrance will integrate illumination in its design.

**B:** A variety of lighting designs will be employed to display the building facades, highlight entrances and addresses, and create an interesting and well-lit pedestrian environment. These will include building up-lighting to display the masonry detailing, internal lighting in the double-height entrance lobby (visible through the two-storey section of glazed curtainwall), signage illumination of the building's name and address, and decorative artistic light fixtures at key positions along the fence to demarcate entrances and gate openings.

**C:** Entrances will incorporate illumination in its design.

**D:** Not applicable – no retail programming

**E:** There will be no “light trespass” onto adjacent residential areas by the use of shielded “full cut-off” fixtures.

**F:** Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.

#### Guideline 3.5.5 Signs

**A:** Signage displaying the building's name and address is located above the main entry, integrated into the design of the entrance canopy. The colour and potential lighting of this signage will help it to contrast visually with the dark metal frame of the canopy.

**B:** The signage does not obscure windows, cornices, or other architectural elements. Its integration into the front of the entrance canopy will help give prominence to that architectural feature, and to the entrance of the building.

**C:** This signage aligns with the datum denoting the height of the ground floor, such that its location and visibility reinforces the pedestrian scale of the downtown.

**D:** No large freestanding signs, signs on rooftops, or large scale advertisements are present in the design of the building.

**E:** The signage on this building is located in a sign band on the front entrance canopy.

**F:** Street addressing will be clearly visible.

**G:** The material used in signage will be durable and of high quality, and will relate to the materials and design language of the building.



East Elevation- Rear Entrance Signage

# 3.0 HERITAGE GUIDELINES

## 4.3 Guidelines for Abutting Heritage Developments

### 4.3.1 Cornice Line

**A:** The continuation of the cornice line of the Benjamin Weir House is represented on the abutting property through a lineal parapet emphasized by a material change and set back above closest to the heritage property. This line is implied through the rest of the façade through a strong horizontal band, thick mullion and Juliet balcony. The implied intention of the cornice line guideline is to clearly identify a continuous street wall scale. The street wall scale of the Benjamin Weir house is emphasized by the scale of the windows on the first and second floors of the new development. The vertical emphasis of these bays further articulates the street wall through a scale that is different from the upper levels of the Hollis facade.

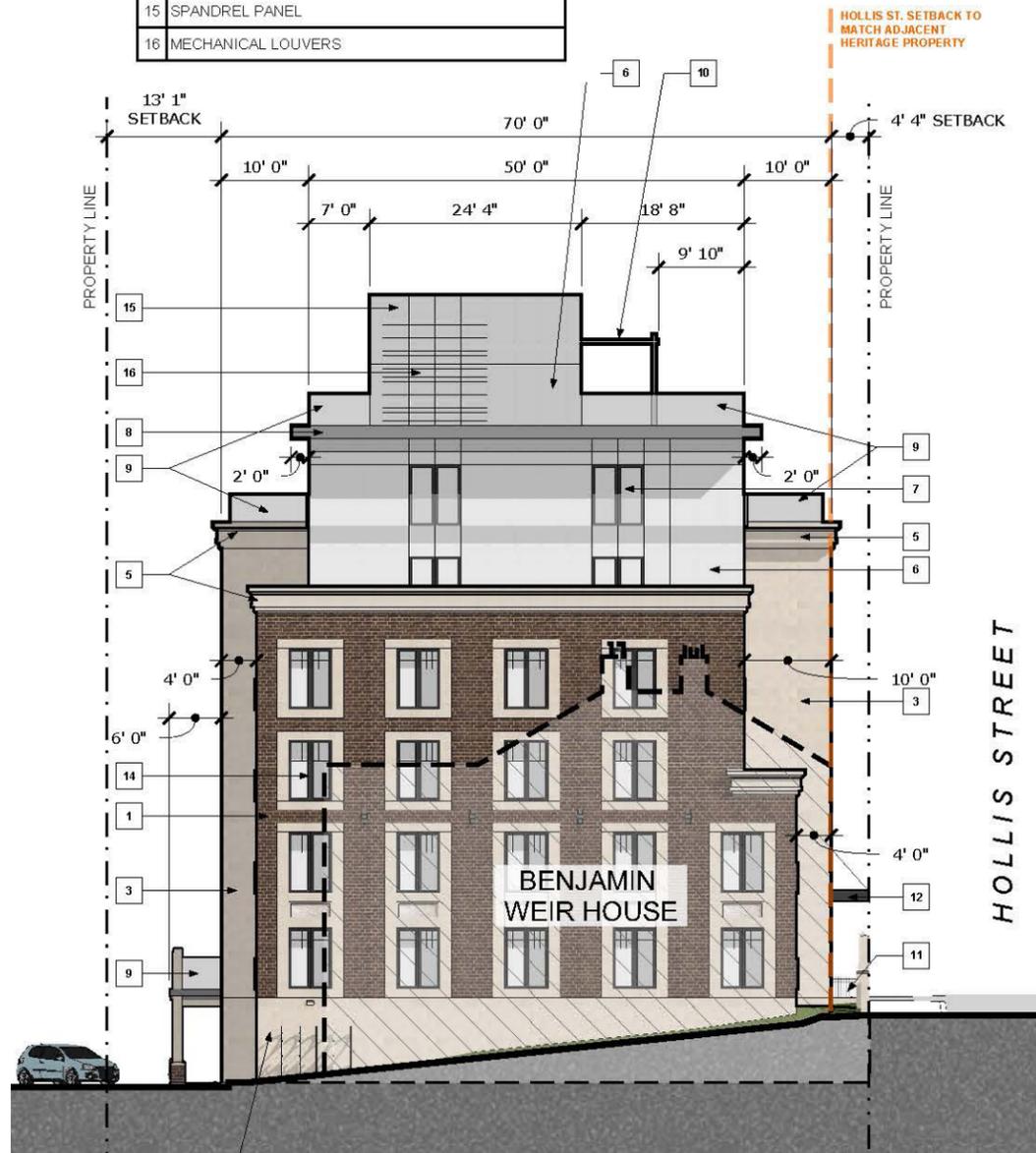
### 4.3.2 Rhythm

**A:** The design reflects the rhythm of the adjacent building through window detailing and spacing, the expression of architectural bays in the facade and texture of the masonry detailing throughout.

**B:** The rhythms of architectural bays in the façade are articulated through vertical elements such as pilasters and groupings of windows.



FAÇADE LEGEND	
1	BRICK MASONRY
2	PUNCHED WINDOWS W/ JULIET BALCONY
3	STONE MASONRY
4	PUNCHED WINDOWS W/ INTEGRATED GUARD
5	MASONRY CORNICE
6	WINDOW WALL/CURTAINWALL SYSTEM
7	DOORS W/ JULIET BALCONY
8	COMPOSITE PANEL SYSTEM
9	TEMPERED GLASS GUARDRAIL
10	LIGHTWEIGHT PERGOLA STRUCTURE
11	FENCED ENCLOSURE
12	METAL & GLASS CANOPY
13	PARKING GARAGE ACCESS
14	PUNCHED WINDOWS
15	SPANDREL PANEL
16	MECHANICAL LOUVERS



**C:** Not applicable

**D:** The stepped back modern façade above the street wall acts as a subtle backdrop to the principal traditional architecture below. It relates to the masonry facades in the symmetrical massing of the building by reinforcing the alignment of architectural elements such as windows, doors and mullion spacing, drawing from the architectural bays expressed on the base. This architectural rhythm and symmetry is further reinforced in the design of a lightweight pergola structure on the amenity terrace on level 7.

#### 4.3.3 Grade Level Height and Articulation

**A:** The same height is maintained for the building's first storey on Hollis Street as the adjacent Benjamin Weir House. This is expressed in the façade via contrasting spandrels and masonry reliefs marking the transition between level 1 and level 2.

**B:** The proportions, detailing and spacing of fenestration and masonry coursing are designed to reflect those present on the Benjamin Weir House. The character of the at-grade use is maintained in the attitude of the façade towards Hollis Street and the buffer established by the setback. The residential use's privacy is reinforced by the masonry and metal fencing enclosing the building's front garden

#### 4.3.4 Height Transition

**A:** The building's base is set back to respect a 45° plane extending from the outside edge of the heritage building and at a height equal to the highest point of the habitable portion of said heritage building.

**B:** The street wall of the proposed building adjacent to the heritage property observes the approximately 45° angle control extending from the Benjamin Weir House's cornice line, particularly as it limits the size of the central portion of the façade. The mass of the building is also set back from the shared property line and stepped on the upper levels to ease the transition from the heritage building to the proposed building's height. The upper portion of the proposed building is designed to be modern and simple in articulation, to decrease the apparent mass and to avoid challenging or detracting from the adjacent heritage architecture's importance.

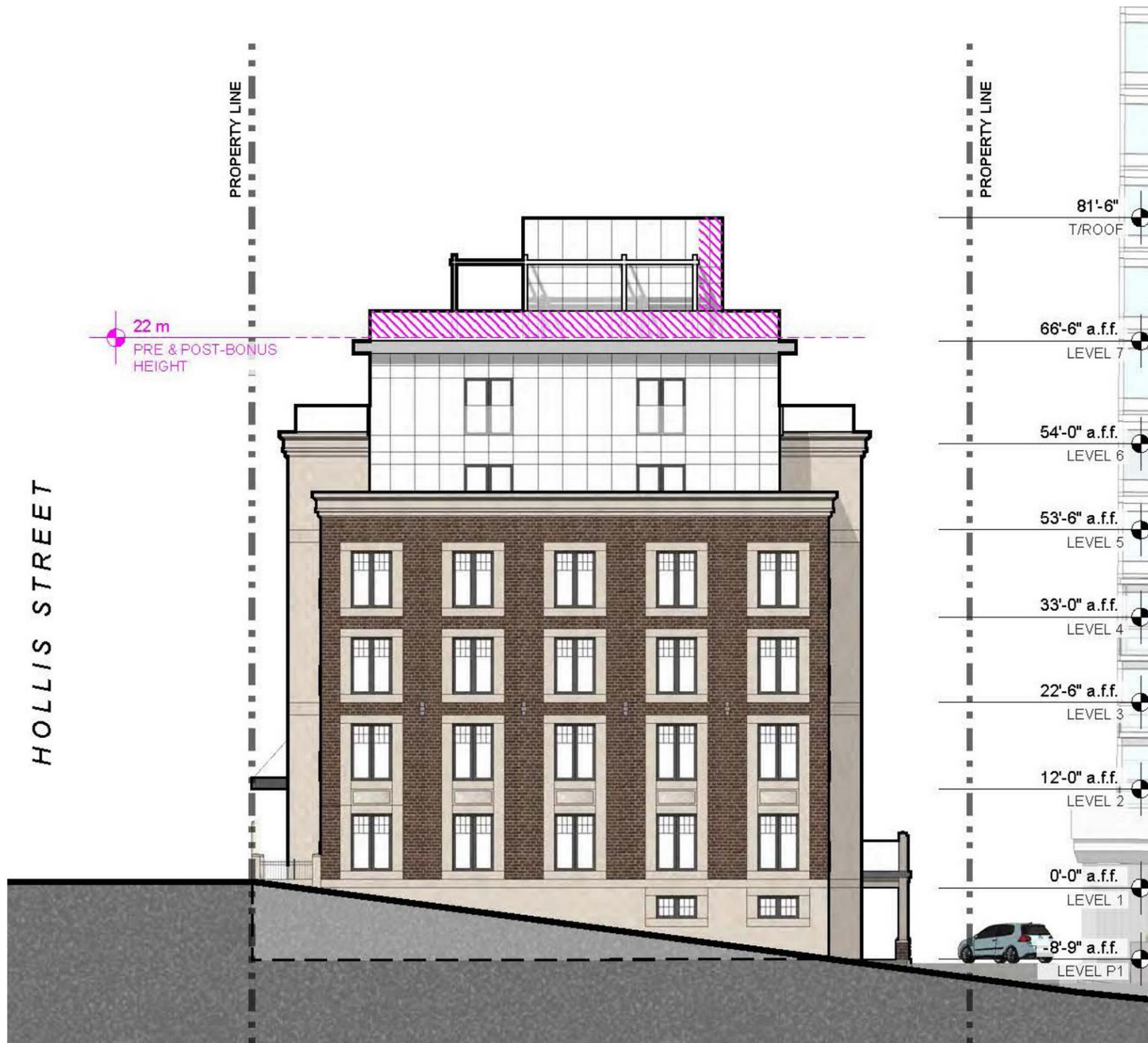


# 4.0 Variance Requests



West Elevation- Variance Plan

 = VARIANCE - OBJECTS ABOVE HEIGHT LIMIT



South Elevation- Variance Plan

### VARIANCE REQUESTS

Note Variance Plans on Pages 14 + 15

#### Ground Floor Height

#### Land Uses at Grade Variance

As the proposed development is adjacent to a heritage property, it is important to keep the floor-to-floor height of the ground floor consistent with the adjacent building. As such, the proposed development floor-to-floor height of the ground floor is approximately 3.7 m high which does not conform to the required 4.5 m of Section 4.2.2 of the Land Use Bylaw. A "Land Uses at Grade Variance" is requested and enabled through section 3.6.15 of the S-1 Design Guidelines and as per the following:

- a. "the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual"

The Design Manual guidelines for heritage-abutting developments, under section 4.3.3 Grade Level Height and Articulation, require that new buildings "maintain the same or similar height of... the first storey datum line of heritage buildings." Where the abutting Benjamin Weir House's ground floor is approximately 3.7 m high, the 4.5 m ground floor required by the Land Use Bylaw would therefore be inconsistent with the character of the street. The proposed building's ground floor height is consistent with the objectives and guidelines of the Design manual because it maintains the ground floor height of the abutting heritage property, approximately 0.8m lower than the required 4.5 m.

- b. "the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition;"

No sunken ground floor condition has been created through the proposed design.

- f. "in the case of a new building to be situated on a site located outside of the Central Blocks and off a Pedestrian-Oriented Commercial Street, the floor-to-floor height of the ground floor may be reduced to 3.5 metres if it is to be fully occupied by residential uses."

The proposed building is outside of Central Blocks and off a Pedestrian-Oriented Commercial Street. The ground floor is also proposed for residential purposes and it is 3.65 m. As such, the proposed reduction in ground floor height is consistent with this requirement.

#### Maximum Height Variance

The proposed development has an internal lot setback above the streetwall, which responds to the Design Manual's suggestions for height transition between heritage and abutting new buildings. Because of this setback and the lot's dimensions, the egress stairwells in the building must be located where shown (based on egress requirements of the 2015 National Building Code). Therefore a portion of the penthouse structure exceeds the height limit (identified in Section 8(8) of the Land-use Bylaw) and cannot be set back the required 3.0m from the roof's edge.

## VARIANCE REQUESTS CONTINUED

The variance requested is modest in size (1 storey), consistent with the requirements of the Design Manual. This “Maximum Height Variance” is enabled through Section 3.6.8 of the S-1 Design Guidelines and as per the following:

- a. *“the maximum height is consistent with the objectives and guidelines of the Design Manual”*

The guardrail on the level 7 roof is not set back 3m from the roof edge because it is an architectural feature similar to a parapet. The guardrail will be of transparent tempered glass construction to minimize its visual prominence. This allows the entire rooftop to be programmed as amenity space, fulfilling the Land-use Bylaw’s requirements for accessible landscaped open space. The guardrail will also act as a windbreak, to make the rooftop amenity space comfortable and usable. The open-air pergola helps distinguish the top of the building from the middle and base, and contributes to the visual quality of the skyline. These objectives are specifically outlined in the Design Manual (Section 3.3.1 (a)) and 3.3.4) in its guidelines for building articulation and roof lines of buildings over six storeys.

- b. *“the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;”*

While the guardrail and open-air pergola structure penetrate the height limit, they are considered architectural features similar to a clock tower or parapet, and the pergola is set back a minimum of 3 m from the roof’s edge. Because the pergola is not an enclosed structure, which does not increase the gross floor area of the building, the area of the penetration of the height limit is calculated as the footprint of the structure itself, including all columns and beams.

## Streetwall Height Variance

Maintaining the cornice line of the abutting heritage architecture is necessary in order to remain consistent with the character of the street, based on the objectives and guidelines of the Design Manual. To this end, the proposed building’s streetwall immediately adjacent to the Benjamin Weir House has been lowered from the Land Use Bylaw’s 11 m minimum to match the height of the heritage building’s cornice line, with a 3m stepback above. A “Streetwall Height Variance” is requested and enabled through section 3.6.3 of the S-1 Design Guidelines and as per the following:

- a. *“the streetwall height is consistent with the objectives and guidelines of the Design Manual;”*

The Design Manual identifies the following measures for ensuring proper height transition between heritage and abutting new buildings, under 4.34 Height Transition:

- *“a) Step back the streetwall of new buildings that are taller than the heritage building to an approximate 45 degree angle plane. This angle plane affects the form of the new building only to the depth of the upper storey stepback plane (i.e. the front-most 3 metres of depth of the building);”* and,
- *“b) Above the cornice line established by the heritage building the streetwall plane of the new building... must observe the approximately 45 degree angular plane. This angle plane affects the form of the building only to the depth of the upper storey stepback plane.”*

This cornice line is further reinforced throughout the rest of the façade by the composition of windows and balcony railings.

- c. *“the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street;”*

The abutting Benjamin Weir House’s streetwall height is lower than the 11m minimum required by the Land Use Bylaw. The proposed design respects the adjacent heritage architecture, following the Design Manual guidelines for abutting heritage buildings. The proposed design is set back 3 m from the property line to preserve the prominence of the Benjamin Weir House, and maintains the cornice line established by the heritage building by lowering the immediately adjacent streetwall to match and expressing it throughout the rest of the facade in the design of fenestration and balcony railings.

Note: This is illustrated on page A-402 in the Building Drawings, Appendix B



REPORT

HALIFAX GOVERNORS PLAZA

HALIFAX, NOVA SCOTIA

PEDESTRIAN WIND ASSESSMENT

PROJECT #1702895

MAY 26, 2017

**SUBMITTED TO**

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# 1. INTRODUCTION



Rowan Williams Davies & Irwin Inc. (RWDI) was retained by WSP Canada to assess the pedestrian wind conditions for the proposed Halifax Governors Plaza in Halifax, NS. A rendering of this development is shown in Image 1. This assessment is based on the following:

- a review of regional long-term meteorological data from Shearwater Airport ;
- design drawings received from WSP Canada on May 26, 2017;
- wind-tunnel studies undertaken by RWDI for similar projects;
- our engineering judgement and knowledge of wind flows around buildings <sup>1-3</sup>; and,
- various projects in the Halifax region, including the adjacent Alexander Keith's Brewery District Phase II project to the east and northeast of the proposed building.



**Image 1: Rendering of the proposed project**

This qualitative approach provides a screening-level estimation of potential wind conditions. Conceptual wind control measures to improve wind comfort are recommended, where necessary. In order to quantify these conditions or refine any conceptual mitigation measures, physical scale-model tests in a boundary-layer wind tunnel would be required.

Note that other wind issues, such as those related to cladding and structural wind loads, air quality, door operability, etc., are not considered in the scope of this assessment.

1. H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, vol.104-106, pp.397-407.
2. H. Wu, C.J. Williams, H.A. Baker and W.F. Waechter (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", *ASCE Structure Congress 2004*, Nashville, Tennessee.
3. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", *10th International Conference on Wind Engineering*, Copenhagen, Denmark.

## 2. BUILDING AND SITE INFORMATION



The proposed development is located at the northeast corner of the intersection of Hollis St. and Bishop St. in Halifax, Nova Scotia (Image 2). The site is currently unoccupied.

The site is generally surrounded by low and mid-rise buildings in all directions with a high-rise building to its northwest and a new high-rise in construction immediately to the east. More high rise buildings in Downtown Halifax are located to the north, Halifax Harbour is to the east, and low and mid-rise buildings prevail in all other directions.

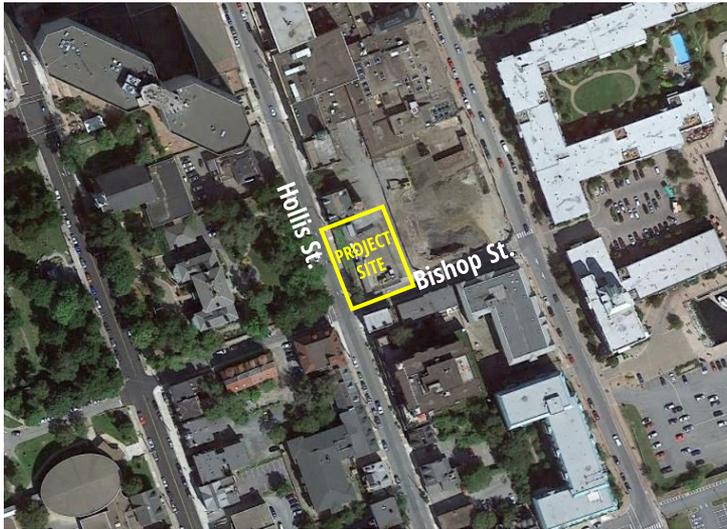


Image 2 - Aerial View of Existing Site and Surroundings  
(Courtesy of Google™ earth).



The proposed development is a 7-storey building (Images 1 and 3). Public pedestrian areas on and around the development include sidewalks, building entrances and a rooftop amenity space.



Image 3 - West Elevation of the Proposed Development -  
View from Hollis St.

### 3. METEOROLOGICAL DATA



Meteorological data from Shearwater Airport between 1985 and 2015 were used as reference for wind conditions. The distributions of wind frequency and directionality for summer (May through October) and winter (November through April) seasons are shown in the wind roses in Image 4. When all winds are considered (regardless of speed), winds from the north, south and western half of the compass are predominant throughout the year, with secondary winds from the east.

Winds from the southwest quadrant are predominant in the summer, and those from the northwest quadrant are more common in the winter.

Strong winds of a mean speed greater than 30 km/h measured at the airport (red and yellow bands) occur for 2.5% and 10.6% of the time during the summer and winter seasons, respectively. Strong winds are relatively more common from the northwest quadrant, and east directions.

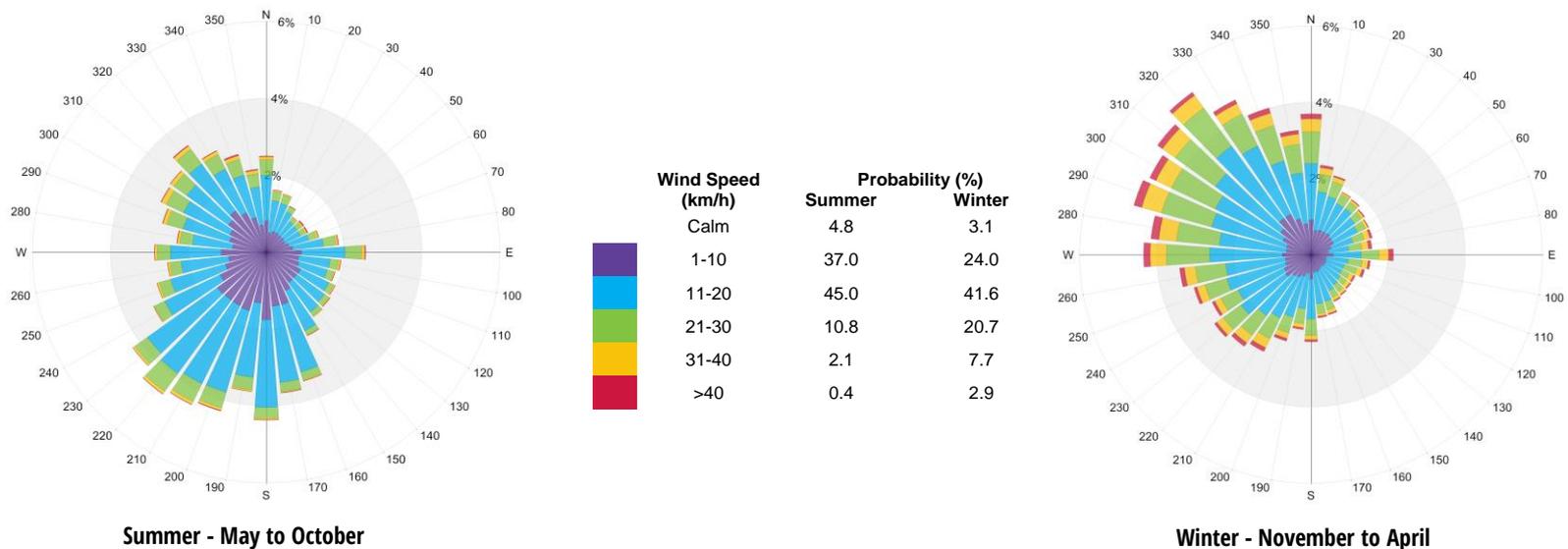


Image 4 – Directional Distribution of Winds Approaching Shearwater Airport (1985 – 2015).

## 4. PEDESTRIAN WIND CRITERIA



The RWDI pedestrian wind criteria are used in the current study. These criteria have been developed by RWDI through research and consulting practice since 1974. They have also been widely accepted by municipal authorities as well as by the building design and city planning community. The criteria are as follows:

### Pedestrian Safety

Pedestrian safety is associated with excessive gust wind speeds that can adversely affect a pedestrian's balance and footing. If strong winds that can affect a person's balance (**90 km/h**) occur more than 0.1% of the time or 9 hours per year, the wind conditions are considered severe.

### Pedestrian Comfort

**Sitting ( $\leq 10$  km/h):** Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blown away.

**Standing ( $\leq 14$  km/h):** Gentle breezes suitable for main building entrances and bus stops.

**Strolling ( $\leq 17$  km/h):** Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park.

**Walking ( $\leq 20$  km/h):** Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering.

**Uncomfortable:** None of the comfort categories are met.

Wind conditions are considered suitable for sitting, standing, strolling or walking if the associated mean wind speeds are expected for at least four out of five days (80% of the time). Wind control measures are typically required at locations where winds are rated as uncomfortable or they exceed the wind safety criterion.

Note that these wind speeds are assessed at the pedestrian height (i.e., 1.5 m above grade or the concerned floor level), typically lower than those recorded at the airport (10 m height and open terrain).

These criteria for wind forces represent average wind tolerance. They are sometimes subjective and regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can also affect people's perception of the wind climate.

For the current development, wind speeds comfortable for walking or strolling are appropriate for sidewalks; lower wind speeds comfortable for standing are required for building entrances, where pedestrians may linger; and low wind speeds comfortable for sitting are desired for the roof amenity space during the summer, when it is typically in use.

## 5. PEDESTRIAN WIND CONDITIONS



### Background

Predicting wind speeds and occurrence frequencies is complicated. It involves building geometry, orientation, position and height of surrounding buildings, upstream terrain and the local wind climate. Over the years, RWDI has conducted thousands of wind-tunnel model studies regarding pedestrian wind conditions around buildings, yielding a broad knowledge base. This knowledge has been incorporated into RWDI's proprietary software that allows, in many situations, for a qualitative, screening-level numerical estimation of pedestrian wind conditions without wind tunnel testing.

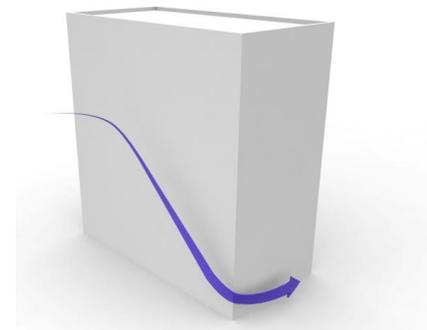
A building taller than its immediate surroundings tends to intercept the stronger winds at higher elevations and redirect them to the ground level. Such a downwashing flow (see Image 5a) is the main cause for increased wind activity at the grade level. When oblique winds are deflected down by a building, a localized increase in the wind activity can be expected around the downwind building corner at pedestrian level (see Image 5b). If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity.

Due to the proposed building's limited height and the sheltering provided by tall buildings to the northwest and the taller building adjacent to the east, in addition to the significant grade change

providing shelter from prevailing westerly and northwesterly winds, it is our opinion that the wind safety criterion will be satisfied throughout the year on and around the development. Detailed discussions on the potential wind comfort conditions at key pedestrian areas are provided in the next three sections.



**Image 5a – Downwashing Flow**



**Image 5b – Corner Acceleration**

# 5. PEDESTRIAN WIND CONDITIONS



## Sidewalks

Wind conditions along Bishop Street and Hollis Street are generally expected to be appropriate for the intended pedestrian use throughout the year. An exception would be at the southwest corner of the building, where uncomfortable conditions may occur occasionally during the winter months (Location A in Image 6a). These conditions are typical at street intersections in Halifax during the winter.

## Entrances

The main lobby entrance is located on the west façade of the building along Hollis Street (Location B in Image 6a). This entrance is recessed and protected by a large canopy, which will help shelter the area from wind. Conditions are expected to be suitable throughout the year.

Wind conditions at secondary entrances at the northwest and southeast corners (Locations C and D) are expected to be suitable for walking or better; these are acceptable as pedestrians are unlikely to linger at such secondary entrances.

Low wind speeds comfortable for sitting are expected at the entrance on the east side of the building (Location E in Image 6b) due to the sheltering offered by the current project and the adjacent tall building under construction. This is suitable for an entrance.

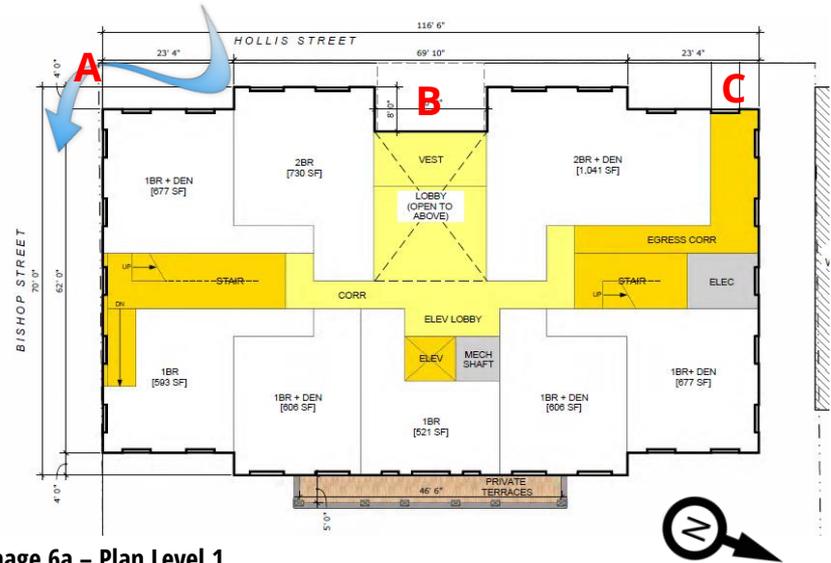


Image 6a – Plan Level 1

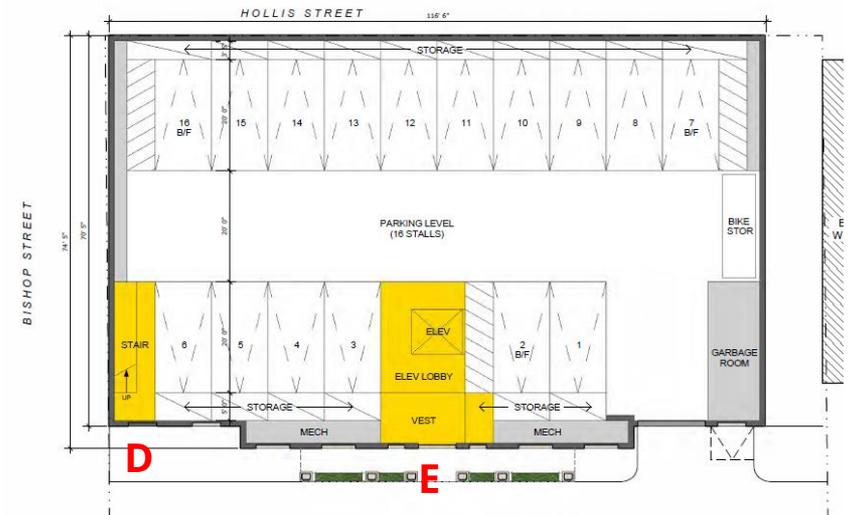


Image 6b – Plan Level P1

## 5. PEDESTRIAN WIND CONDITIONS



### Rooftop Amenity

An outdoor amenity space is included on the rooftop level, and is directly exposed to prevailing winds from the southwest through northwest directions. Wind conditions in this area are expected to be comfortable for strolling during the summer months when the area would be in use. Lower wind speeds would typically be desired for seating areas. Winds in this area would generally flow horizontally.

The overhead trellis would help decrease wind speeds if the material is approximately 70% solid, however vertical elements would be more effective at dissipating horizontal winds. Effective wind control measures include taller guardrails and local landscaping placed to the west of any seating area. See Image 8 for examples.



**Image 7 – Eastern Bird's Eye View**

# 5. PEDESTRIAN WIND CONDITIONS



## Wind Control Features

Wind control features have been recommended for improving wind conditions on the rooftop amenity. Examples of these wind control features are provided in Image 8 for your consideration.

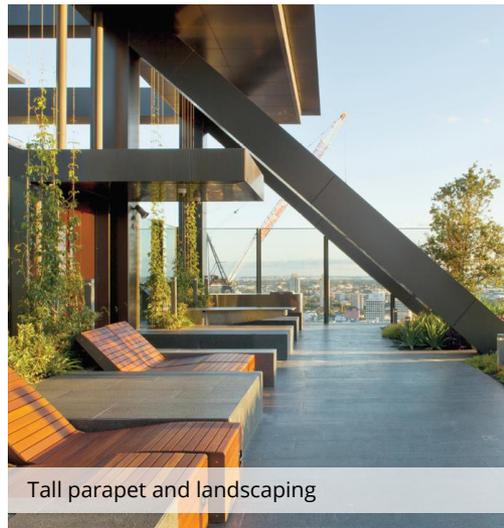
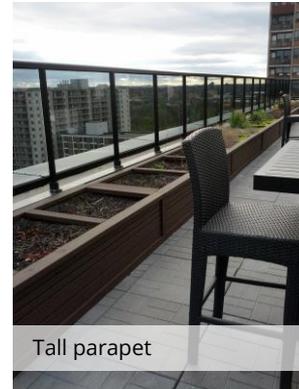


Image 8 – Examples of Wind Control Features



## 6. SUMMARY

Wind conditions on and around the proposed Halifax Governors Plaza are discussed in this report, based on the local wind climate, surrounding buildings and our past experience with wind tunnel testing of similar buildings.

The proposed building is of limited height and is sheltered by the dense surroundings, including a tall building immediately adjacent to the east. A significant grade change will also shelter the building from prevailing westerly and northwesterly winds. As a result, appropriate wind conditions are generally expected at sidewalks and building entrances. Uncomfortable wind conditions might occur at the southwest building corner during the winter, but these conditions are typical of the area. On the rooftop amenity space, wind speeds are expected to be higher than desired; wind control features have been recommended which can be applied if more comfortable conditions at these areas are desired.

## 7. APPLICABILITY OF RESULTS



The assessment presented in this report are for the Halifax Governors Plaza based on the design drawings and documents received from WSP Canada on May 26, 2017. In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the pedestrian wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.



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December 14, 2017

Halifax Regional Municipality  
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### Governor's Plaza Roof Wind Mitigation

To Whom it May Concern;

Based on the recommendations from the RWDI Governor's Plaza wind assessment report dated May 26, 2017, Architecture49 believes revising the proposed landscape plan to include planters as shown in the attached sketch will follow the recommendations outlined in page 8 and 9 of the report. These planters will be located to assist in the reduction of wind flow through the seating area and placed in a way to mitigate the wind coming from the predominant wind direction during the summer. The planters will include local plants that provide enough height and coverage to provide adequate protection.

Best regards,

Original Signed

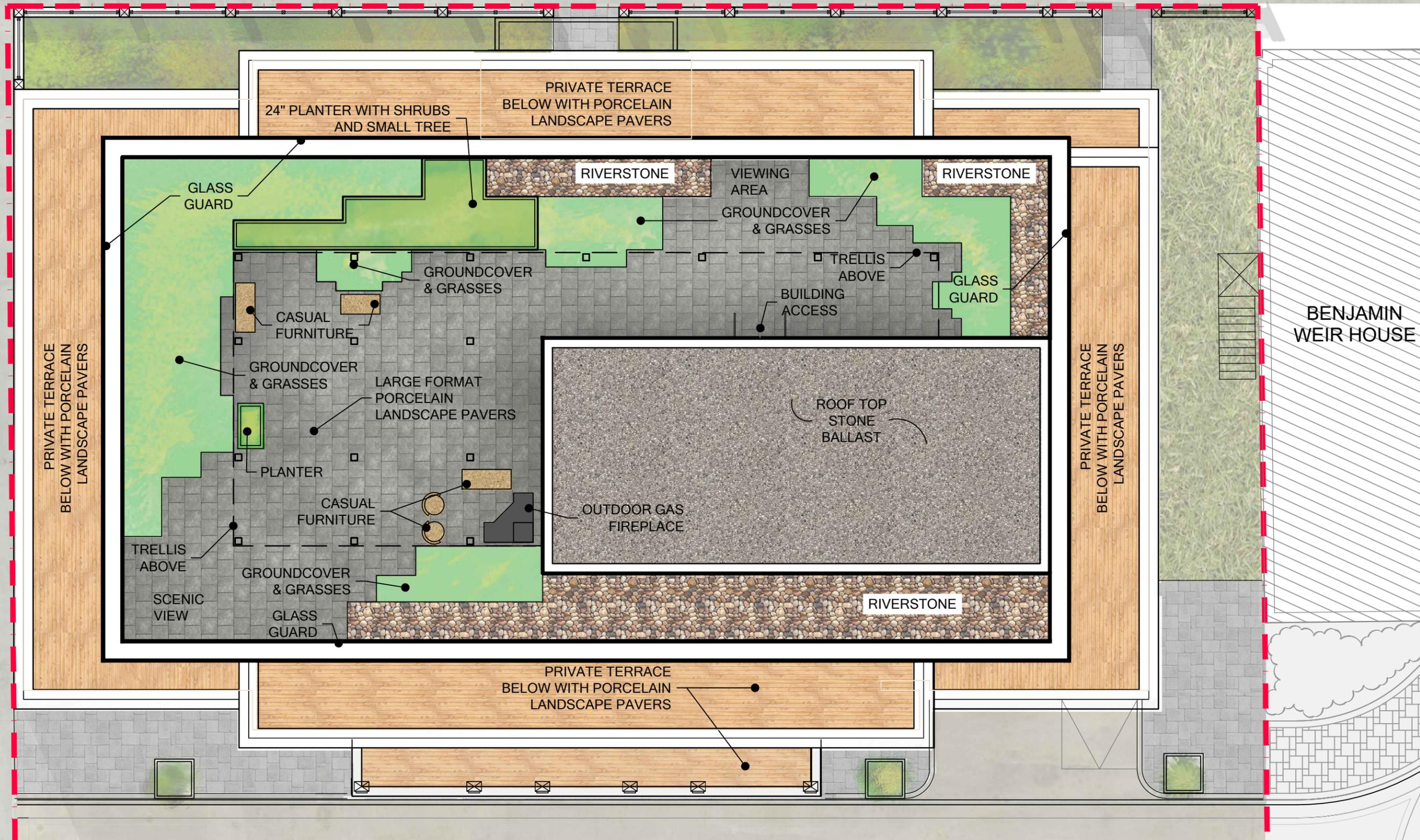
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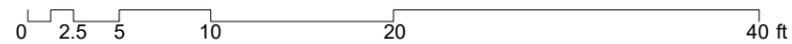
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Governor's Plaza Roof Terrace Access

161-04707-00  
2017-12-20

Scale 1" = 10'-0"



## Attachment E – Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	Guideline	Complies	Discussion
<b>2</b>	<b>Downtown Precinct Guidelines</b> (refer to Map 2 for Precinct Boundaries)		
<b>2.2</b>	<b>Precinct 2 – Barrington Street South</b>		
2.2a	Retain, and to respect in future development, the small to mid-size types of buildings, or the effect achieved by buildings of that size range, and their relationship to the street, that currently exists along Barrington Street. Buildings that occupy larger floorplates and frontages should have design elements that replicate the existing rhythm of individual storefronts along the street.	Yes	
2.2b	Ensure that buildings create an animated streetscape through active ground floor uses and pedestrian scaled design features.	Yes	Discussion – See Report
2.2c	Infill development along Hollis Street should be of a similar scale and type as that found on Barrington Street.	Yes	
2.2d	New development shall appropriately frame Cornwallis Park and respect the train station as a historic landmark	N/A	
2.2e	To permit surface parking lots only when they are an accessory use and are in compliance with the Land Use By-Law and Design Manual.	N/A	
2.2f	Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines).	N/A	
2.2g	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Yes	
<b>3</b>	<b>General Design Guidelines</b>		
<b>3.1</b>	<b>The Streetwall</b>		
<b>3.1.1</b>	<p><b>Pedestrian-Oriented Commercial</b>            On certain downtown streets pedestrian-oriented commercial uses are required to ensure a critical mass of activities that engage and animate the sidewalk These streets will be defined by streetwalls with continuous retail uses and are shown on Map 3 of the Land Use By-law.</p> <p>All retail frontages should be encouraged to reinforce the ‘main street’ qualities associated with the historic downtown, including:</p>		
3.1.1a	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	N/A	
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	N/A	
3.1.1c	Frequent entries.	N/A	

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3.1.1d	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3, and is encouraged elsewhere throughout the downtown.	N/A	
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	N/A	
3.1.1f	Where non-commercial uses are proposed at grade in those areas where permitted, they should be designed such that future conversion to retail or commercial uses is possible.	Yes	
<b>3.1.2</b>	<b>Streetwall Setback</b> ( <i>refer to Map 6</i> )		
3.1.2a	Minimal to no Setback (0-1.5m): Corresponds to the traditional retail streets and business core of the downtown. Except at corners or where an entire block length is being redeveloped, new buildings should be consistent with the setback of the adjacent existing buildings.	N/A	
3.1.2b	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.	Yes	
3.1.2c	Institutional and Parkfront Setbacks (4m+): Corresponds to the generous landscaped setbacks generally associated with civic landmarks and institutional uses. Similar setbacks designed as landscaped or hardscaped public amenity areas may be considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill out activity such as sidewalk patios.	N/A	
<b>3.1.3</b>	<b>Streetwall Height</b> ( <i>refer to Map 7</i> ) To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets: generally 15.5m, 17m or 18.5m. Consistent with the principle of creating strong edges to major public open spaces, a streetwall height of 21.5m is permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.		
<b>3.2</b>	<b>Pedestrian Streetscapes</b>		
<b>3.2.1</b>	<b>Design of the Streetwall</b>		
3.2.1a	The streetwall should contribute to the fine-grained character of the streetscape by articulating the façade in a	Yes	

## Attachment E – Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
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	vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.		
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets. [note: the DHLUM permits a reduction of 80% on non-central blocks]	Yes	
3.2.1c	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey setbacks.	Yes	
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	Yes	
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	Yes	
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes	
3.2.1g	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.	Yes	
<b>3.2.2</b>	<b>Building Orientation and Placement</b>		
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	Yes	Discussion – See Report
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	N/A	
3.2.2c	Side yard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.	N/A	
<b>3.2.3</b>	<b>Retail Uses</b>		
3.2.3a	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.	N/A	
3.2.3b	Weather protection for pedestrians through the use of	Yes	

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Section	Guideline	Complies	Discussion
	well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.		
3.2.3c	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.	Yes	Discussion – See Report
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	N/A	
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	N/A	
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.	N/A	
3.2.3g	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.	N/A	
<b>3.2.4</b>	<b>Residential Uses</b>		
3.2.4a	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.	N/A	
3.2.4b	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.	Yes	
3.2.4c	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.	Yes	
3.2.4d	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes	
3.2.4e	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate	N/A	

## Attachment E – Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
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	units through the use of identical levels of design and material quality.		
3.2.4f	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	N/A	
<b>3.2.5</b>	<b>Sloping Conditions</b>		
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.	Yes	Discussion – See Report
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	Yes	
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	Yes	
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	Yes	
3.2.5e	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.	N/A	
3.2.5f	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.	Yes	Discussion – See Report
3.2.5g	Flexibility in streetwall heights is required in order to transition from facades at lower elevations to facades at higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or broken cornice lines at the top of streetwalls on sloping streets.	Yes	
<b>3.2.7</b>	<b>Other Uses</b>		
3.2.7a	Non-commercial uses at-grade should animate the street with frequent entries and windows.	Yes	
<b>3.3</b>	<b>Building Design</b>		
<b>3.3.1</b>	<b>Building Articulation</b>		
3.3.1a	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: <ul style="list-style-type: none"> <li>• Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality</li> </ul>	Yes	

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Design Manual Checklist – Hollis and Bishop			
Section	Guideline	Complies	Discussion
	<p>of the pedestrian environment through animation, transparency, articulation and material quality.</p> <ul style="list-style-type: none"> <li>• Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape.</li> <li>• Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.</li> </ul>		
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	Yes	
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	Yes	
3.3.1d	Street facing facades should have the highest design quality, however, all publicly viewed facades at the side and rear should have a consistent design expression.	Yes	
<b>3.3.2</b>	<b>Materials</b>		
3.3.2a	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	Yes	
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes	
3.3.2c	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	Yes	
3.3.2d	Changes in material should generally not occur at building corners.	Yes	
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes	
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes	
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes	
3.3.2h	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	Yes	

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Section	Guideline	Complies	Discussion
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes	
3.3.2j	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.	Yes	
<b>3.3.3</b>	<b>Entrances</b>		
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	Yes	
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes	
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	Yes	
<b>3.3.4</b>	<b>Roof Line and Roofscapes</b>		
3.3.4a	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.	Yes	
3.3.4b	The expression of the building top (see previous) and roof, while clearly distinguished from the building middle, should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.	Yes	
3.3.4c	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living “green roofs” is strongly encouraged.	Yes	
3.3.4d	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.	Yes	
3.3.4e	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility.	N/A	

## Attachment E – Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	Guideline	Complies	Discussion
3.3.4f	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.	Yes	
<b>3.4</b>	<b>Civic Character</b>		
<b>3.4.1</b>	<b>Prominent Frontages and View Termini</b>		
3.4.1a	Prominent Visual Terminus Sites: These sites identify existing or potential buildings and sites that terminate important view corridors and that can strengthen visual connectivity across downtown. On these sites distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways should be provided. Design elements (vertical elements, porticos, entries, etc.) should be aligned to the view axis. Prominent Visual Terminus Sites are shown on Map 9 in the Land Use By-law.	N/A	
3.4.1b	Prominent Civic Frontage: These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.	Yes	
<b>3.4.2</b>	<b>Corner Sites</b>		
3.4.2a	Provision of a change in the building massing at the corner, in relation to the streetwall.	Yes	
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes	
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.	Yes	
3.4.2d	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.	Yes	
<b>3.5</b>	<b>Parking Services and Utilities</b>		
<b>3.5.1</b>	<b>Vehicular Access, Circulation, Loading and Utilities</b>		
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	Yes	
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage	Yes	

## Attachment E – Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	Guideline	Complies	Discussion
	it occupies, and by designing integrated access portals and garages.		
3.5.1c	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.	Yes	
3.5.1d	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well designed doors and entries.	Yes	
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	Yes	
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	Yes	
<b>3.5.2</b>	<b>Parking Structures</b> ( <i>criteria not included - refers to stand-alone parking structures</i> )		
<b>3.5.3</b>	<b>Surface Parking</b> ( <i>criteria not included – no surface parking is proposed</i> )		
<b>3.5.4</b>	<b>Lighting</b>		
3.5.4a	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	Yes	
3.5.4b	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	Yes	
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	Yes	
3.5.4d	Encourage subtle night-lighting of retail display windows.	N/A	
3.5.4e	Ensure there is no light trespass onto adjacent residential areas by the use of shielded “full cut-off” fixtures.	Yes	
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes	
<b>3.5.5</b>	<b>Signs</b>		
3.5.5a	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.	Yes	

## Attachment E – Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	Guideline	Complies	Discussion
3.5.5b	b. Signs should not obscure windows, cornices or other architectural elements.	Yes	
3.5.5c	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.	Yes	
3.5.5d	d. Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.	N/A	
3.5.5e	e. Signs on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within architectural orders.	N/A	
3.5.5f	f. Street addressing shall be clearly visible for every building.	Yes	
3.5.5g	g. The material used in signage shall be durable and of high quality, and should relate to the materials and design language of the building	Yes	
<b>3.6</b>	<b>Site Plan Variances</b>		
<b>3.6.3</b>	<b>Streetwall Height Variance</b>		
3.6.3a	The streetwall height is consistent with the objectives and guidelines of the Design Manual; and	Yes	Discussion – See Report
3.6.3b	The modification is for a corner element that is used to join streetwalls of differing heights; or	N/A	
3.6.3c	The streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or	Yes	Discussion – See Report
3.6.3d	Where a landmark building element is called for pursuant to the Design Manual	N/A	
<b>3.6.8</b>	<b>Maximum Height Variance</b>		
3.6.8a	The maximum height is consistent with the objectives and guidelines of the Design Manual; and	Yes	Discussion – See Report
3.6.8b	The additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;	Yes	Discussion – See Report
3.6.8c	The maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements;	N/A	
3.6.8d	Where a landmark building element is provided pursuant to the Design Manual; or	N/A	
3.6.8e	Where the additional height is shown to enable the	N/A	

## Attachment E – Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	Guideline	Complies	Discussion
	adaptive re-use of heritage buildings.		
<b>3.6.15</b>	<b>Land Uses at Grade Variance</b>		
3.6.15a	The proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and,	Yes	Discussion – See Report
3.6.15b	The proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition;	Yes	Discussion – See Report
	And at least one of the following:		
3.6.15c	In the case of the proposed addition to an existing building, the proposed height of the ground floor of the existing building; or,	N/A	
3.6.15d	In the case of a proposed infill building, the floor-to-floor heights of the ground floors of abutting buildings along a common street frontage are such that the required floor-to-floor height for the ground floor of the infill building would be inconsistent with the established character of the street; or,	N/A	
3.6.15e	In the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical; or,	N/A	
3.6.15f	In the case of a new building to be situated on a site located outside of the Central Blocks and off a Pedestrian-Oriented Commercial Street, the floor-to-floor height of the ground floor may be reduced to 3.5 metres if it is to be fully occupied by residential uses.	Yes	Discussion – See Report
<b>4</b>	<b>Heritage Design Guidelines</b>		
<b>4.3</b>	<b>Guidelines for Abutting Developments</b>		
<b>4.3.1</b>	<b>Cornice Line</b>		
4.3.1a	Maintain the same or similar cornice height established by existing heritage buildings for the podium (building base) to create a consistent streetwall height, reinforcing the 'frame' for public streets and spaces.	Yes	
<b>4.3.2</b>	<b>Rhythm</b>		
4.3.2a	Maintain the rhythm of existing heritage buildings, generally	Yes	

## Attachment E – Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	Guideline	Complies	Discussion
	at a fine scale, typically in 6m to 12m intervals (storefronts, individual buildings, etc.) in a vertical proportion.		
4.3.2b	For larger or longer buildings, clearly articulate vertical divisions or bays in the façade at this rhythm.	Yes	
4.3.2c	Where appropriate for consistency, provide retail bays or frontages at the same rhythm.	Yes	
4.3.2d	Rhythm is of primary importance in the base of new buildings abutting heritage buildings, but some reference to the rhythm may be desirable above the cornice line as well.	Yes	
<b>4.3.3</b>	<b>Grade Level Height and Articulation</b>		
4.3.3a	Maintain the same or similar height of the first storey of new buildings to the first storey datum line of heritage buildings.	Yes	A variance to minimum floor to floor height is being requested - See report.
4.3.3b	Maintain other heights and proportions in the first storey such as: <ul style="list-style-type: none"> <li>- Sign band height and size;</li> <li>- window height, size and proportion, including transoms;</li> <li>- door height, position, and setback, and</li> <li>- maintain the prevailing at-grade use (i.e. retail or residential) but consider the intended use and role of the street.</li> </ul>	Yes	
<b>4.3.4</b>	<b>Height Transition</b>		
4.3.4a	Step back the streetwall of new buildings that are taller than the heritage building to an approximate 45 degree angle plane. This angle plane affects the form of the new building only to the depth of the upper storey stepback plane (i.e. the front-most 3 metres of depth of the building). The angle plane originates at the outside edge of the heritage building and at a height equal to the highest point of the habitable portion of the heritage building as in the diagram	Yes	
4.3.4b	Above the cornice line established by the heritage building the streetwall plane of the new building abutting the heritage building must observe the approximately 45 degree angular plane. This angle plane affects the form of the new building only to the depth of the upper storey stepback plane.	Yes	