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**Item No. 9.1.1**  
**Design Review Committee**  
**March 8, 2018**

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

**Original Signed**

**SUBMITTED BY:**

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Kelly Denty, A/Director of Planning and Development

**DATE:** February 28, 2018

**SUBJECT:** **Case 21538: Substantive Site Plan Approval – 1505 Barrington Street,  
Halifax (Maritime Centre)**

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**ORIGIN**

Application by WSP Canada Inc. for substantive site plan approval to enable the development of an addition at the base of the Maritime Centre building at the northwest corner of Barrington Street and Salter Street.

**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 the commercial development on lands located at 1505 Barrington Street, Halifax, as contained in Attachment A, with the condition that:
  - a) the proposed garage door at Salter Street not be permitted unless additional distinctive architectural treatment is included to comply with Visual Terminus obligations in the Design Manual.
2. Accept the findings of the qualitative wind impact assessment, as contained in Attachment B.

## **BACKGROUND**

An application has been received from WSP Canada Inc. for substantive site plan approval to enable an addition to the existing building on lands located at 1505 Barrington Street, Halifax (Map 1). To allow the development, the Design Review Committee 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 to assist the Committee in its decision.

<b>Subject Site</b>	1505 Barrington Street, Halifax
<b>Location</b>	Lands of the existing Maritime Centre at northwest corner of Barrington Street and Salter Street
<b>Zoning (Map 1)</b>	DH-1 (Downtown Halifax) Zone
<b>Total Size</b>	926 square metres (9,967 sq. feet)
<b>Site Conditions</b>	Forecourt to existing building with steps to main entrance doors, private open space and plantings on Barrington Street façade; sunken entrance with steps and planters to building entrance at intersection of Barrington Street and Salter Street; significant grade changes along Salter Street
<b>Current Land Use(s)</b>	Retail and office commercial
<b>Surrounding Land Use(s)</b>	The subject site is surrounded by a mixture of uses, including: <ul style="list-style-type: none"><li>• Various institutional uses including St. Mary's Basilica and glebe house; Law Courts building, St. Matthew's Church and Dalhousie University Sexton campus;</li><li>• Historic landscape exemplified by the Old Burying Grounds, forecourts and greens of the Provincial Law Courts, St. Matthew's Church, Government House, and the former Regional Library;</li><li>• Various commercial uses including retail stores, restaurants, entertainment uses, offices, and hotels; and</li><li>• Moderate density residential developments on the fringes.</li></ul>

## **Project Description**

The proposed commercial building addition will include the following:

- Ground floor entrance lobby with stairs and escalators (to mezzanine level lobby, public lounge area, elevator lobby and retail space), retail-commercial space and potential restaurant uses (approximately 805 sq. metres) accessed from and fronting on Barrington Street;
- Ground floor entrance lobby (approximately 121 sq. metres) at the corner of Barrington and Salter Streets;
- 100 new vehicular underground parking spaces for the retail and office tenants with egress only onto Salter Street. The existing underground parking ingress/egress at Hollis Street will remain.

Information about the approach to the design of the building has been provided by the project's architect, and can be found in Attachments A, B, C, and D.

## **Regulatory Context – Municipal Planning Documents**

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

- Zone: DH-1 (Downtown Halifax) Zone
- Precinct: Precinct 4 – Lower Central Downtown

- Pedestrian Oriented Commercial Street: The Barrington Street side of the site requires pedestrian oriented retail and restaurants to ensure a critical mass of activities to engage and animate the sidewalk;
- Building Height (Pre and Post-Bonus): The maximum pre-bonus height is 51 metres, while the maximum post-bonus height is 66 metres;
- Streetwall Setback: No minimum or maximum streetwall setback along the Barrington Street frontage. The required streetwall setback along Salter Street is permitted to vary between 0-4.0m;
- Streetwall Stepback: Where streetwall setback requirements of 0-4.0 metres are identified, the stepback is a minimum of 3 metres for those portions of the building that is a maximum of 33.5 metres in height;
- Streetwall Height: Minimum streetwall height is 11 metres, and maximum streetwall height is 18.5 metres;
- Prominent Visual Terminus Site: There are terminus views to the subject site from Spring Garden Road, to the Barrington Street façade and Granville Street, to the Salter Street façade;
- Development Abutting a Registered Heritage Property: The site abuts the St Matthew's Church to the south and the Freemason's Hall is across Salter Street to the north. Both are municipally registered heritage properties, and development on any lot abutting a registered heritage property is subject to the requirements of the Design Manual.

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 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 Downtown Halifax LUB, as well as the requirements of the By-law's Design Manual. The process requires approvals by both the Development Officer and the Design Review Committee 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 the application and determined that the use and built form elements conform to the Downtown Halifax LUB, namely:

- Ground floor height;
- Streetwall height;
- Streetwall setback; and
- Building height.

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

The Design Review Committee, 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 Design Review Committee in this case is to:

1. Determine if the proposal is in keeping with the Design Manual; and
2. Determine if the proposal is acceptable in terms of expected wind conditions on pedestrian comfort and safety (Attachment B).

#### Notice and Appeal

Where a proposal is approved by the Design Review Committee, notice is given to all assessed property owners within the DHSMPs Plan Area boundary plus 30 metres. Any assessed property owner within the

area of notice may then appeal the decision of the Design Review Committee to Regional Council. If no appeal is filed, the Development Officer may then issue the Development Permit for the proposal. If an appeal is filed, Regional Council will hold a hearing and make a 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.

## **DISCUSSION**

### **Design Manual Guidelines**

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

- Section 2.4 contains guidelines that are to be considered specifically for properties in Precinct 4;
- Sections 3.1 and 3.2 contain guidelines regarding the design, detailing and character of the streetwall and the amenity and comfort of the pedestrian realm;
- Section 3.3 provides guidelines regarding building design including height and massing to be considered;
- Section 3.4 outlines guidelines respecting civic character including prominent views and notable civic sites;
- Section 3.5 provides guidelines addressing parking requirements and utilities;
- Section 4.1 contains guidelines for new buildings within a heritage context that are expected to emulate scale, architectural character and materials of neighbouring buildings; and
- Section 4.3 contains guidelines in relation to abutting developments to ensure a new building of distinction that is complementary to the locality and neighbouring buildings.

An evaluation of the general guidelines and the relevant criteria as they relate to the project are found in a table format in Attachment E. In addition, the table identifies circumstances where there are 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 particular attention to its assessment of conformance to the Design Manual. These matters, identified as “Discussion” items, are addressed as follows:

#### **Awnings and Canopies (2.4f, 3.1.1d, 3.2.3b)**

For this location, the Design Manual encourages the use of awnings and canopies along sidewalks and building frontages to provide weather protection. The applicant is not proposing any permanent canopy or awning above the restaurant entrance at Barrington Street. The square arch is a positive feature for wind control and overall suitable wind conditions should be expected at the entrance. In combination with the overall mitigation of downwashing winds effected by the proposed design, pedestrian comfort should be enhanced. Any obstructions such as planters or screens on both sides of the entrance would improve wind conditions. These design approaches should adequately satisfy the criteria for weather protection.

#### **Prominent Frontages and View Termini (3.4.1a)**

The Design Manual speaks to existing buildings and sites that terminate important view corridors and recommends distinctive architectural elements be provided to strengthen visual connectivity across downtown. The subject site is identified as a Prominent Visual Terminus Site (Map 9 of the DHLUB) and contains two Terminus sites; the Spring Garden Road intersection with Barrington Street, and the Granville Street intersection with Salter Street.

The proposed addition’s main entrance at Barrington Street has been aligned to the Spring Garden Road view axis in accordance with the Design Manual. The proposed addition fronts on Barrington Street and wraps around the corner of Salter Street and Barrington Street but only continues for about 6 metres at which point the existing building continues.

A new parking garage door (egress only) is proposed on Salter Street at a location that aligns with the southern end of the Granville Street visual terminus corridor. The Design Manual identifies this corridor as a prominent Visual Terminus Site and distinctive architectural treatment is required at this location. The applicant has provided a vertically slotted projection surmounting the garage door in response to this requirement (see Attachment A – Sheet A-304). Staff advise the proposed approach does not meet the Design Manual and is a lost opportunity for a signature or landmark architectural treatment/feature in this location. The Design Manual obligation for the highest possible design and material quality has not been met.

The installation of a new egress-only door on Salter Street provides for the creation of an additional 100 interior parking spaces. Eliminating the Salter Street door would require reconfiguration of the new parking area to allow egress via existing doors elsewhere on the property. The loss of the Salter Street door generates a requirement for additional internal maneuvering space that would reduce the number of new parking spaces from 100 to 40.

Staff recommend the garage door not be permitted at the proposed location unless additional architectural treatment is included to comply with Visual Terminus obligations in the Design Manual.

Developments Abutting a Heritage Property (3.2.1d, 4.3.1a, 4.3.2a, 4.3.2b, 4.3.2d, 4.3.3a, and 4.3.3b)

The Design Manual attaches a great deal of importance to a building transition to an abutting heritage property. Items covered under the guidelines include:

- Maintaining a similar streetwall height/cornice height for the podium part of the new building;
- Maintaining a similar height of the first storey of the new building to the first storey datum line of the heritage building;
- Maintaining the rhythm of existing heritage buildings in vertical proportions;
- Referencing the rhythm above the cornice line for new buildings; and
- Maintaining other heights and proportions in the first storey for smaller details.

In this case, the project site abuts St. Matthew's Church, a municipally registered heritage property, on the south and the Freemason's Hall north on Barrington Street. There is a significant distance between the registered heritage church building and the proposed building due to the presence of the St. Matthew's burial grounds. The Freemason's Hall is on the opposite side of Salter Street from the proposal. The location of both heritage properties, relative to the subject site, to some extent reduces the need to employ all the transitioning techniques described above. Nonetheless, the design responds to the transitioning guidelines by proposing:

- A streetwall which will have a similar height as the cornice line of buildings north on Barrington Street and cornice (side elevation with cornice return) of St. Matthew's church;
- A first storey height for ground floor of the new building, expressed in clear glass, that is of similar height to the first storey datum line of the buildings north on Barrington Street;
- Varying width vertical bays along the streetwall which emulate the existing grain of buildings north on Barrington Street; and
- Active entrances at Barrington Street and Salter Street façades at the sidewalk edge and the surrounding square arches provide depth and texture and break down the building mass to a pedestrian scale.

**Variance Requests**

No variance requests are being sought for this application.

### **Wind Assessment**

Proposed buildings greater than 20 metres in height are subject to either a qualitative or a quantitative wind impact assessment. A qualitative wind assessment was prepared, although not required, to inform the design and improve pedestrian wind comfort and safety conditions by mitigating existing wind impact.

A qualitative wind impact assessment was prepared by RWDI Inc. for the project (Attachment B). 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 addition is a positive design feature for wind control. The study noted the following in particular:

- Improved wind conditions are expected for all pedestrian areas around the tower with the proposed addition in place as it reduces the impact of downwashing winds;
- Lower and suitable wind speeds predicted at the south walkway and green area next St. Matthew's church;
- Low wind speeds comfortable for sitting at second floor balcony (over the proposed garage door) with tall railings;
- Overall suitable wind conditions expected at proposed entrances at Barrington Street; and
- Reduced wind speed at sidewalks and at the corner plaza (Please note that the corner plaza, based on suggestion of a larger canopy in the RWDI report, has been extended to the sidewalk at Salter and Barrington Streets corner).

### **Conclusion**

Staff advise that the project is generally consistent with the Design Manual; with the only exception being the proposed garage door at Salter Street that does not meet the guidelines respecting terminus of a view corridor. Staff therefore recommend that the Design Review Committee approve the substantive site plan approval application with the condition that the proposed garage door at Salter Street not be permitted unless additional distinctive architectural treatment is included to comply with Prominent Visual Terminus obligations of the Design Manual.

### **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 in 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, and a public open house.

### **ENVIRONMENTAL IMPLICATIONS**

No implications have been identified.

**ALTERNATIVES**

1. The Design Review Committee may choose to approve without conditions the application as shown on Attachment A.
2. The Design Review Committee may choose to approve the application with conditions that differ from those recommended by staff. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.
3. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific criteria of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

**ATTACHMENTS**

Map 1	Location and Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Pedestrian Wind Assessment
Attachment C	Building Floor Plans and Renderings
Attachment D	Statement of Design Rationale
Attachment E	Design Manual Checklist

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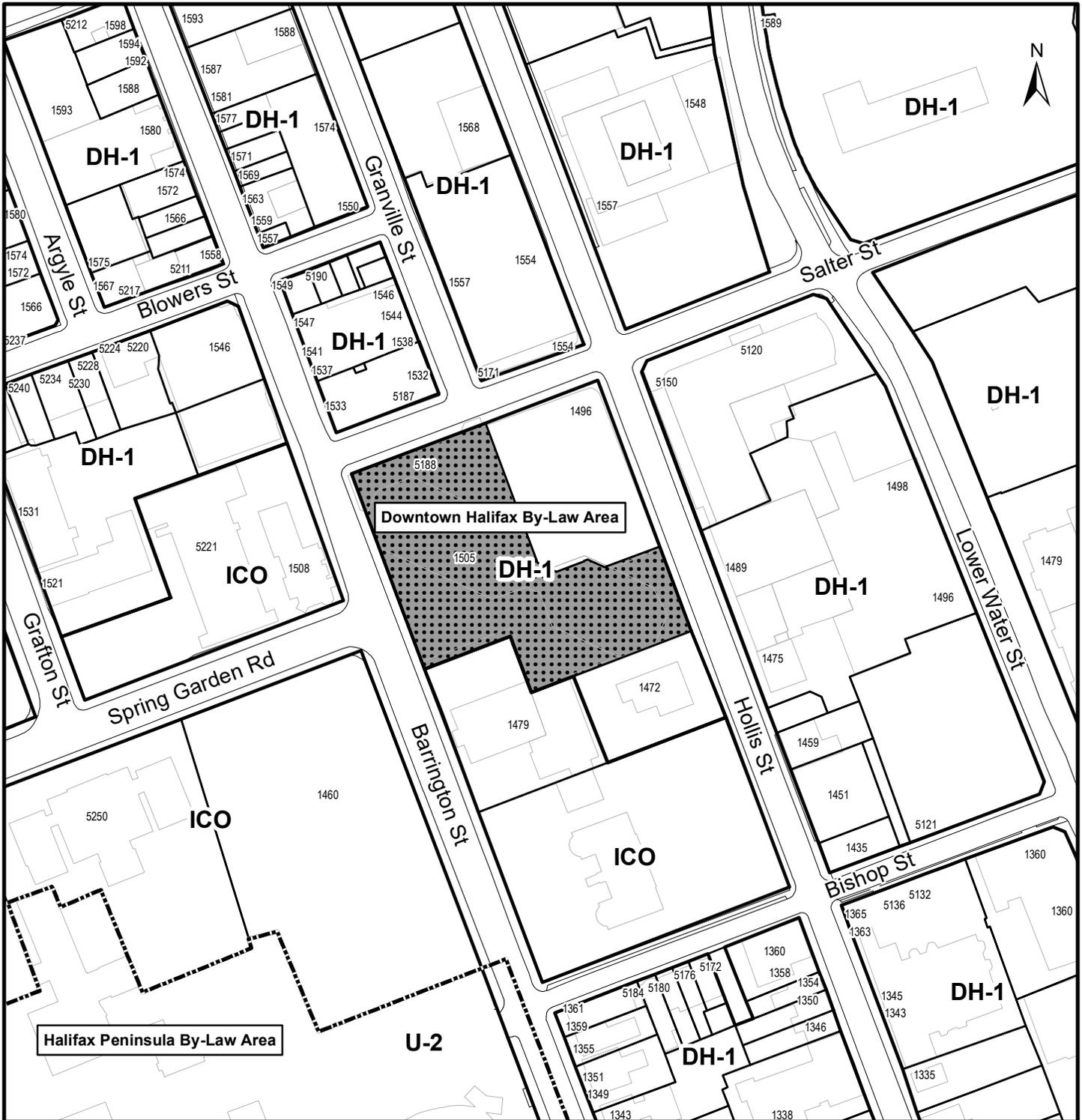
A copy of this report can be obtained online at <http://www.halifax.ca/boardscom/drc/Agendas.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Darrell Joudrey, Planner II, 902.490.4181

Original Signed

Report Approved by: \_\_\_\_\_  
Steve Higgins, A/Manager of Current Planning, 902.490.4800

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### Map 1 - Zoning and Location

1505 Barrington Street,  
Halifax

**HALIFAX**

 Subject Property

#### Downtown Halifax Zones

- DH-1 Downtown Halifax
- ICO Institutional, Cultural and Open Space



Downtown Halifax Plan Area  
Halifax Peninsula Plan Area

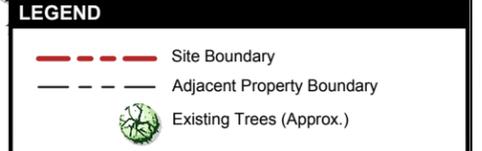
#### Halifax Peninsula Zones

- U-2 High-Density University

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

# Attachment A: Site Plan Approval Plans



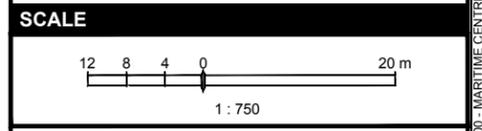
- NOTES:**
- Property lines approximate only.
  - Site subject to survey

- SOURCES:**
- Property lines and topographic features from provincial mapping

Designer: KWATTERS	<b>VERSION</b>
Planner: JHAGGETT	<b>104</b>

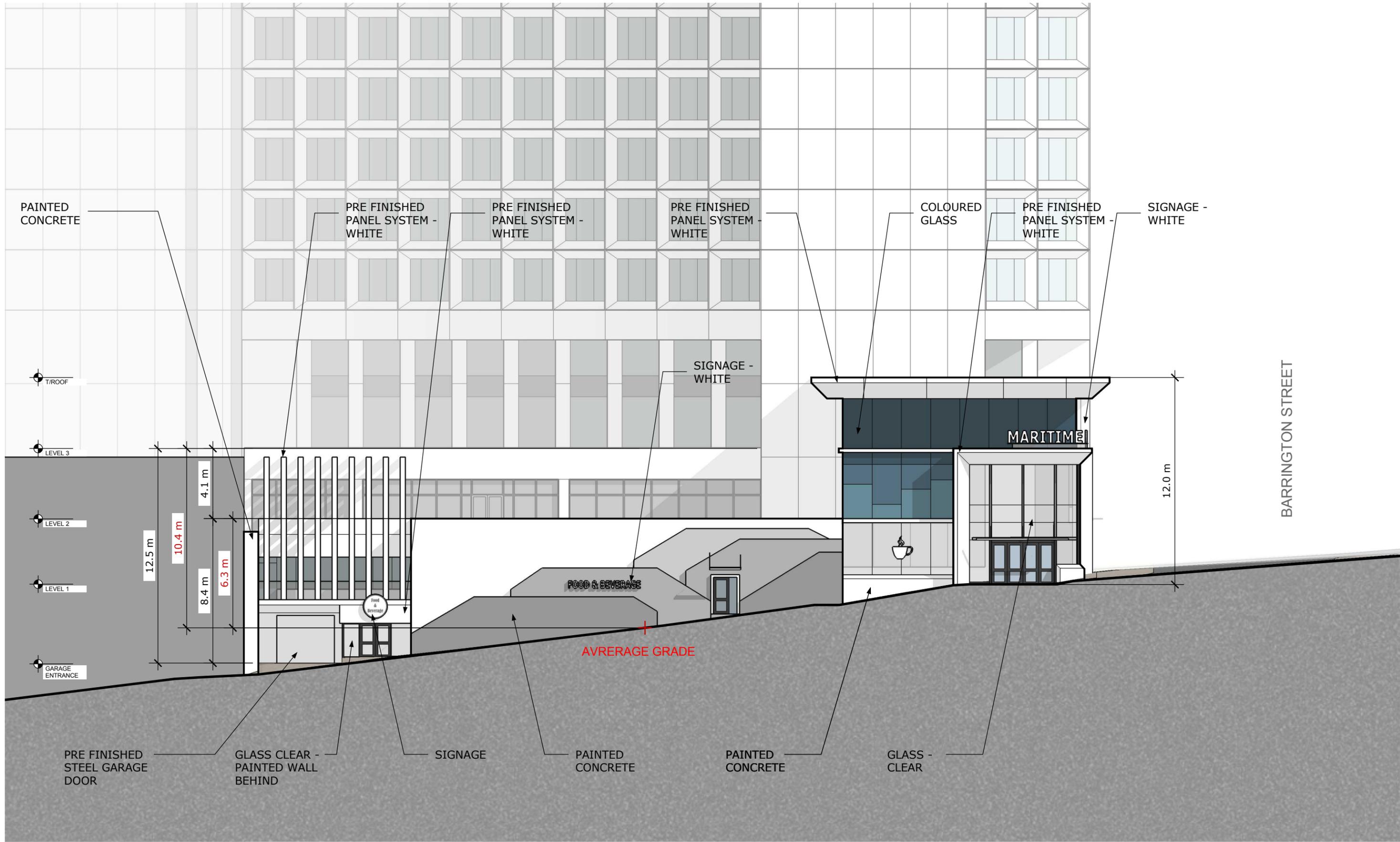
**SITE PLAN  
MARITIME CENTRE  
HALIFAX, NOVA SCOTIA**

**SLATE ASSET MANAGEMENT**  
DECEMBER 20, 2017 159-00286-104



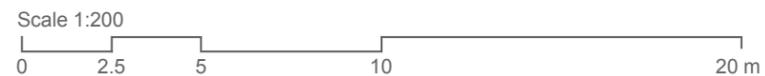
1 SPECTACLE LAKE DRIVE, DARTMOUTH, NS, CANADA B3B 1X7  
PHONE: 902 835-9955 WSP.COM

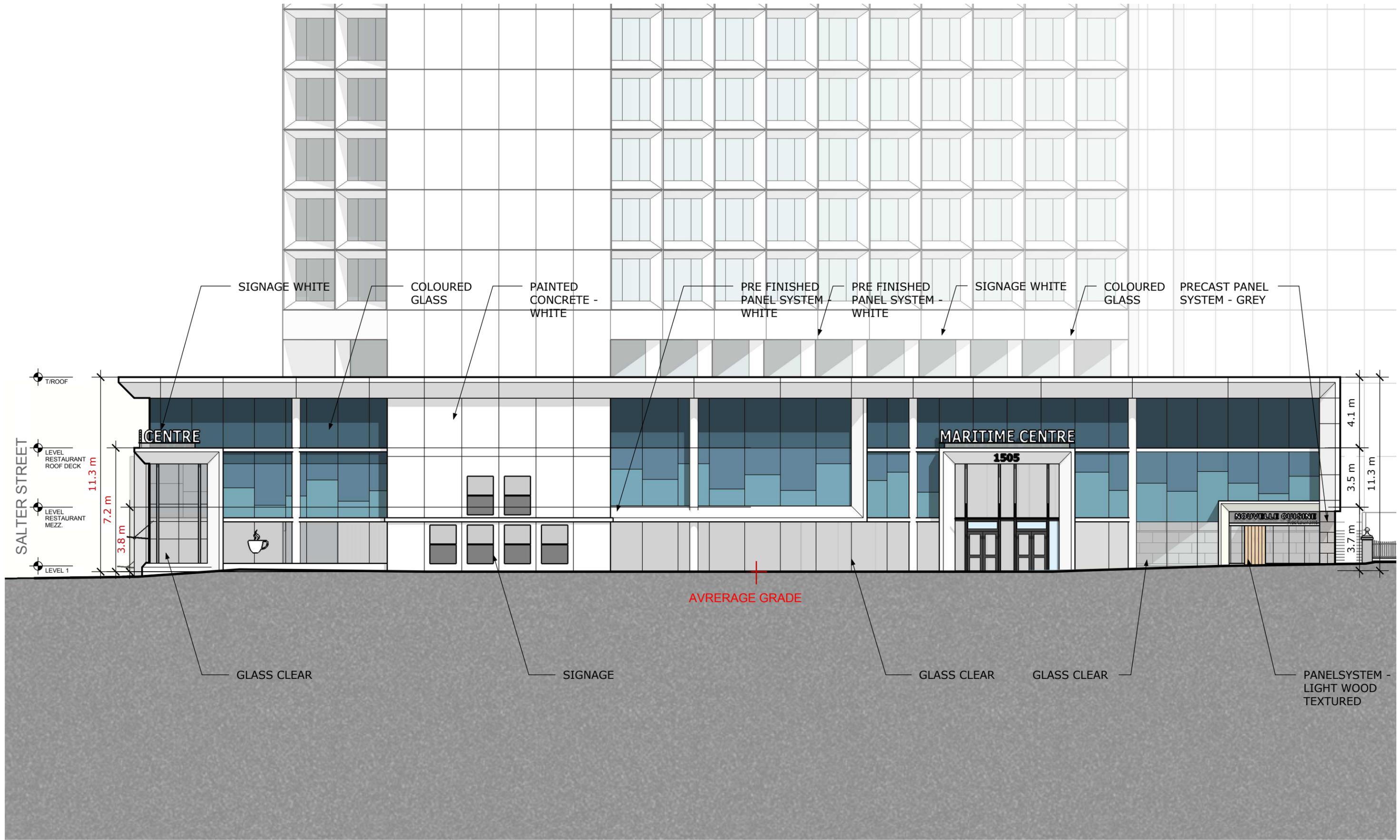
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Maritime Centre Redevelopment NORTH ELEVATION (SALTER STREET)

159-00286-00  
2017-12-20

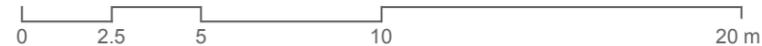




Maritime Centre Redevelopment WEST ELEVATION (BARRINGTON STREET)

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2017-12-20

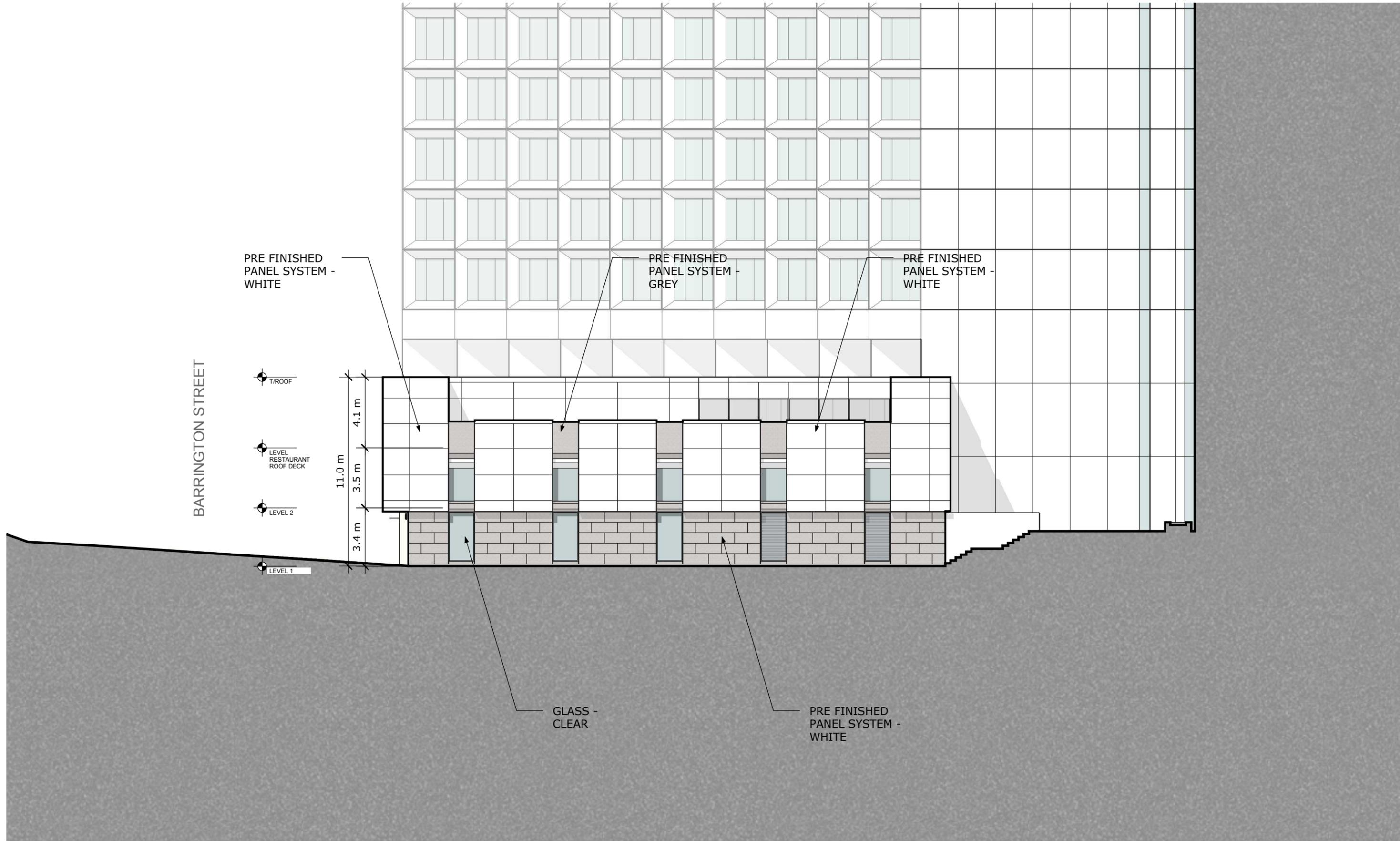
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ARCHITECTURE

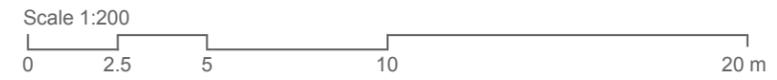
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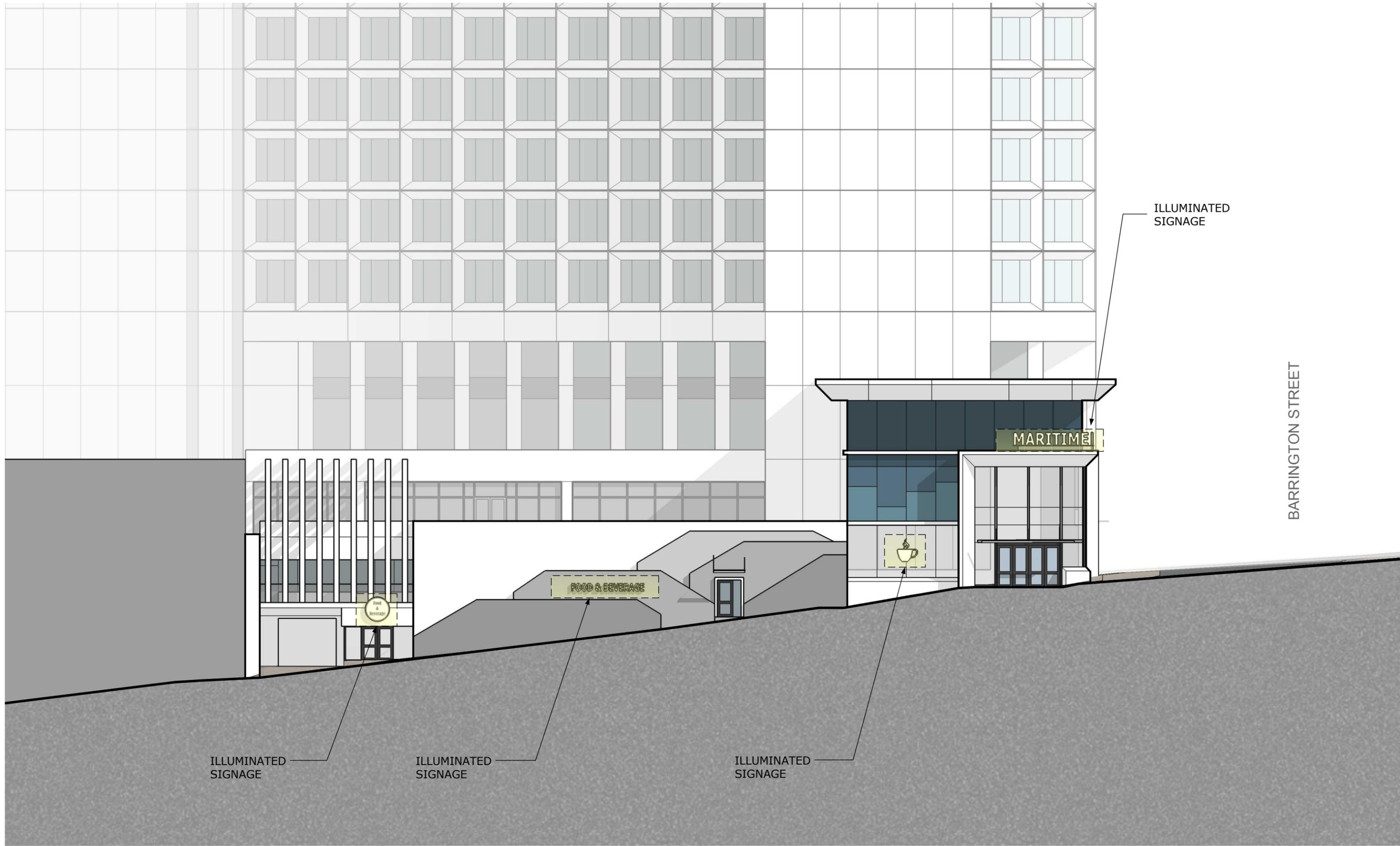
A-201



Maritime Centre Redevelopment SOUTH ELEVATION

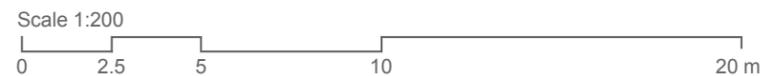
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2017-12-20

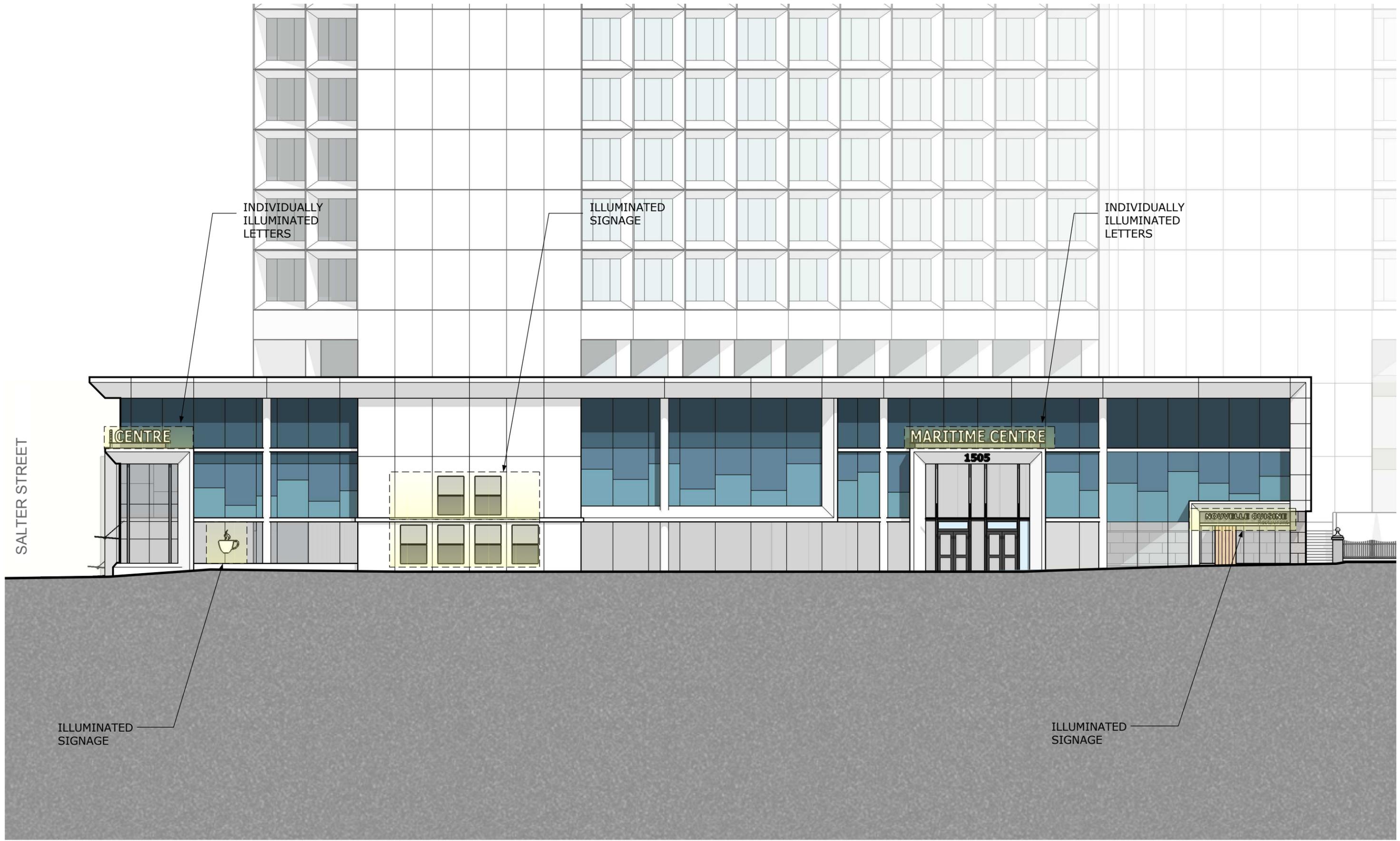




Maritime Centre Redevelopment NORTH ELEVATION (SALTER STREET) - Lighting Design

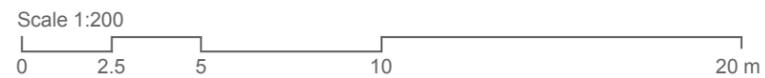
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2017-12-20

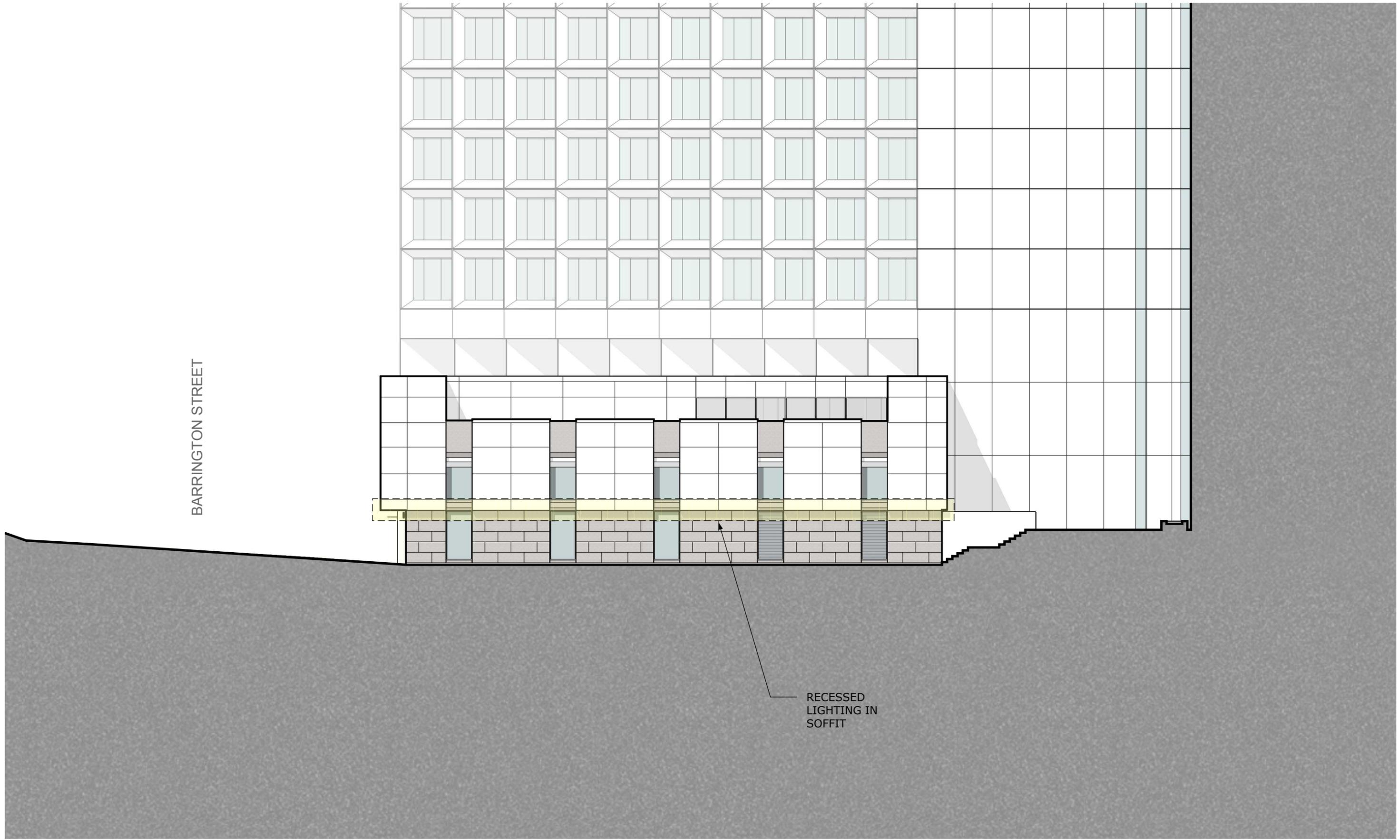




Maritime Centre Redevelopment WEST ELEVATION (BARRINGTON STREET) - Lighting Design

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2017-12-20

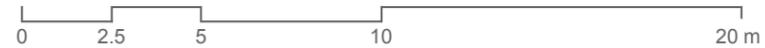




Maritime Centre Redevelopment SOUTH ELEVATION - Lighting Design

159-00286-00  
2017-12-20

Scale 1:200





## Attachment B: Pedestrian Wind Assessment

# The Maritime Centre

Halifax, Nova Scotia

## Pedestrian Wind Assessment

RWDI # 1700129

September 21, 2016

### SUBMITTED TO

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Architecture49

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# 1. INTRODUCTION

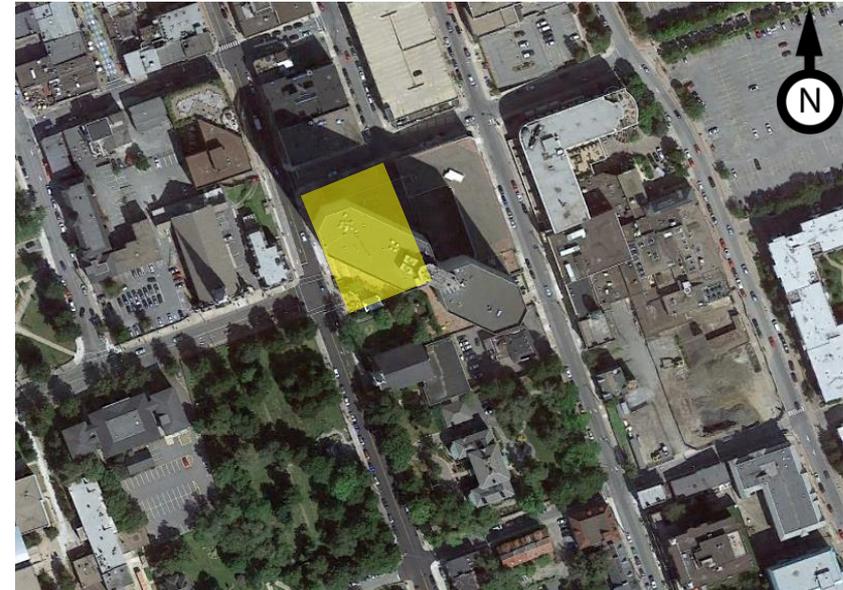
Rowan Williams Davies & Irwin Inc. (RWDI) was retained by Architecture49 to assess the potential pedestrian wind impact of the proposed expansion of the base around the existing Maritime Centre in Halifax, NS.

The objective of this assessment is to provide a qualitative evaluation of pedestrian wind comfort and safety conditions on and around the proposed development site. Conceptual mitigation measures to improve wind comfort conditions have been recommended where appropriate. This qualitative assessment is based on the following:

- a review of regional long-term meteorological data;
- previous wind studies undertaken by RWDI in Halifax downtown and other areas;
- design drawings received by RWDI on August 10 and September 7, 2016;
- our engineering judgement and knowledge of wind flows around buildings; and
- our experience from wind-tunnel modelling of various building projects<sup>1,2,3</sup>.

This qualitative approach provides a screening-level estimation of potential wind conditions. To quantify these conditions or refine any conceptual mitigation measures, physical scale model tests would be required.

Issues associated with falling ice and snow, wind-induced cladding and structural loads, door operability and air quality are not considered within the scope of this assessment.



**Image 1** – Aerial view of existing site and surroundings  
(Photo courtesy of Google Earth™)

1. 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. 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. 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. BUILDING AND SITE INFORMATION

As shown in Image 1, the existing Maritime Centre is a prominent tower, located at the southeast corner of the intersection of Salter Street and Barrington Street, as shown in Image 1. The tower is considerably taller than its immediate surroundings, with its longer axis in a southeast-northwest direction. Dense tall buildings are located in the downtown core to the north of the site, the Citadel to the northwest and the harbor to the north through southeast.

The proposed expansion will be two storeys, wrapping around the base of the Maritime Centre along Salter Street and Barrington Street (Image 2). Pedestrian areas of interest include building entrances (A1 to A4), sidewalks along the streets (B), a plaza at the corner (C1), a balcony (C2) at the second floor along Salter Street, and a walkway and a green area (D) to the south of the expansion.

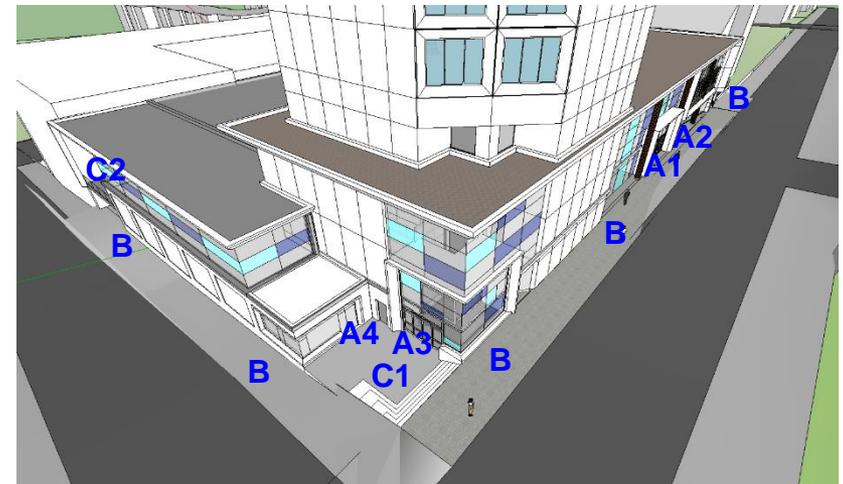


Image 2: Views from southwest (upper) and northwest (lower)

### 3. METEOROLOGICAL DATA

Meteorological data from Shearwater Airport for the period from 1985 to 2014 were used as a reference for wind conditions in the area.

The distributions of wind frequency and directionality for the summer (May through October) and winter (November through April) seasons are graphically depicted in the wind roses in Image 3. When all winds are considered, winds from the south through southwest directions are most frequent in the summer and from the northwest quadrant 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 more common in the winter and primarily from the northwest quadrant, and east directions.

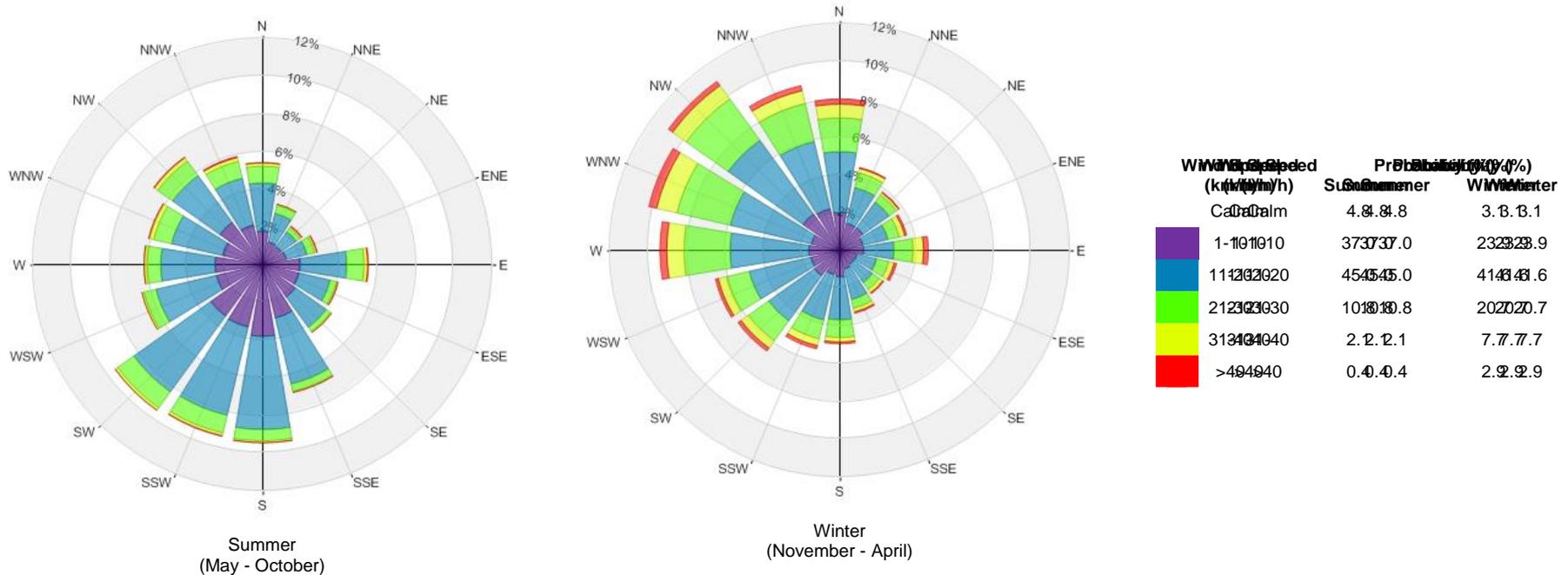


Image 3: Directional distribution (%) of winds (blowing from) - Shearwater Airport (1985 to 2014)

## 4. EXPLANATION OF 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.

**Sitting:** Calm or light breezes desired for outdoor restaurants and seating areas where one can read a paper without having it blown away.

**Standing:** Gentle breezes suitable for main building entrances and bus stops.

**Strolling:** Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park.

**Walking:** Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering.

Wind conditions are considered suitable for sitting, standing or walking if the wind speeds are expected for at least four out of five days (80% of the time). An **uncomfortable** designation means that the criterion for walking is not satisfied.

**Safety** is also considered by the criteria and is associated with excessive gust wind speeds that can adversely affect a pedestrian's balance and footing. If winds sufficient to affect a person's balance occur more than 0.1% of the time, the wind conditions are considered severe. Wind control measures are typically required at locations where winds are rated as uncomfortable or they exceed the wind safety criterion.

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 the main building entrances and plaza, where pedestrians may linger. Low wind speeds comfortable for sitting are desired for outdoor amenity and terrace areas, if any, in the summer, when these spaces are typically in use.

## 5. PEDESTRIAN WIND CONDITIONS

### 5.1 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 on 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 surroundings tends to intercept the stronger winds at higher elevations and redirect them to the ground level. Such a "downwashing flow" (Image 4a) is the main cause for increased wind activity around a tall building at the pedestrian level. Oblique winds also cause "corner accelerations" around the downwind building corner (Image 4b). If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity.



Image 4a – Downwashing flow

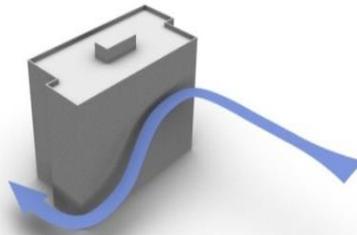


Image 4b – Corner acceleration

### 5.2 Existing Wind Conditions

The low shrubs in the Google Earth photo (Image 5) suggest the existence of windy conditions at the intersection of Salter and Barrington Streets. This condition occurs in the summer when winds from the south or southwest direction downwash off of the tower, as illustrated by the red arrows. Relatively speaking, the south and southwest winds in the summer are of lower speeds. However, the Maritime Centre has its wider façade exposed to these winds, causing strong flow accelerations at the corner and along sidewalks.

On the other hand, the tower has its narrow façade and chamfered corners exposed to the prevailing northwest winds, which are positive features for wind control. However, due to the size of the tower and high wind speeds in the winter, increased wind activity is still expected at the intersection and along sidewalks.

Overall, the existing summer wind conditions are expected to be comfortable for strolling or walking along the sidewalks and uncomfortable at the intersection. In the winter, the wind conditions are expected to be generally uncomfortable, with possible wind safety exceedance at the intersection.



Image 5 – Southwest and south winds downwashing off the tower  
(Photo courtesy of Google Earth™)

### 5.3 Future/Proposed Wind Conditions

A large podium is an effective strategy to reduce the impact of downwashing winds, as shown in Image 6. The downwashing winds would land on the top of the podium first, before spreading out to the surrounding areas at the street level.

Therefore, improved wind conditions are expected for all pedestrian areas around the tower with the proposed podium in place. However, the podium on the north side of the tower is much smaller, when compared to the one on the south side (see Image 2). This reduces the podium's effectiveness for the northerly winds. In addition, there is no podium at the northwest corner of the tower along Barrington Street, which will allow the downwashing winds off of the tower to land on sidewalks and the corner plaza, without much disruption.

As a result, the wind reduction contributed to the construction of the grade level expansion will vary, depending upon the locations. This is discussed in details in the following sections.

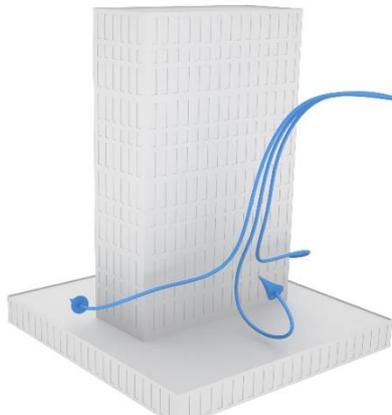


Image 6 – Large podium for reducing downwashing winds

#### A. Building Entrances

For the two entrances along Barrington Street (A1 and A2), the main entrance A1 is designed with a large structural frame, a vestibule and sliding doors (Image 7). These are positive features for wind control and should be retained in the final design. Overall suitable wind conditions are expected around Entrances A1 and A2. Any obstruction on both sides of the entrances will further improve the wind conditions and it could take the form of screens and planters – see photos in Image 8 on the next page for examples.

Entrances A3 and A4 are located in the sunken plaza at the northwest corner of the tower. While wind activity immediately around the entrances may not be significant due to the entrance locations, high positive pressures are expected on the doors when winds are from the northwest and high negative pressures when winds from the south and southwest directions. A vestibule is recommended for Entrance A3 if frequent use of this entrance is anticipated. The vestibule can provide a waiting area for building users on windy or cold days, and reduce air infiltration/exfiltration as well. Alternatively, a revolving door may be installed, instead of sliding doors or hinged doors at A3, for better door operability.



Image 7 – Building entrances

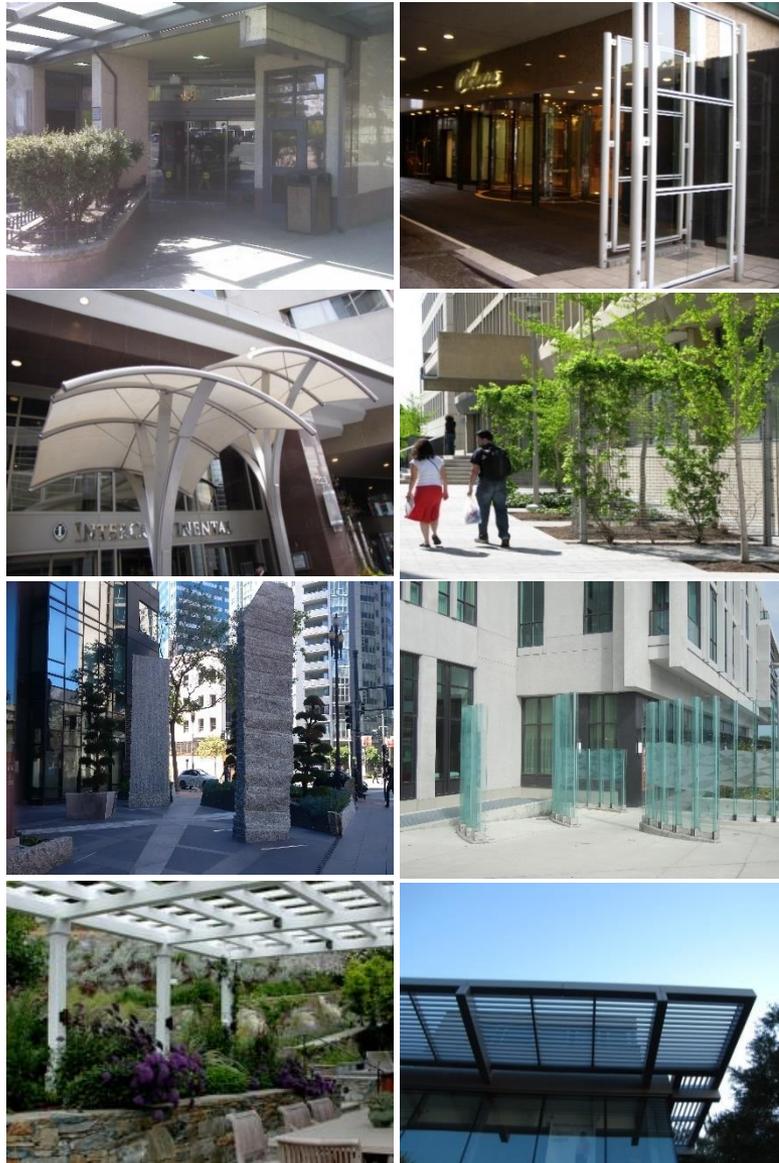


Image 8 – Wind control examples for entrance and plaza

## B. Sidewalks

As shown in Image 2, the proposed north podium is relatively small and there is no podium around the northwest corner of the tower along Barrington Street. It is our opinion that wind conditions along sidewalks will see slight improvements when compared to the existing conditions.

## C. Corner Plaza and North Balcony

The corner plaza C1 is slightly sunken, and sheltered by the proposed expansion from the south and east sides. The proposed podium structure will only partially shelter the plaza from the prevailing northwest winds off of the tower and southwest winds along Barrington Street (Image 9). The resultant wind conditions are expected to be better than those that currently exist at this corner, but still not suitable for any passive pedestrian activity such as sitting or long standing, even in the summer. If desired, additional wind control solutions would need to be developed, including landscaping, wind screens, trellises and so on. Image 8 provide several photo examples.

The balcony C2 is at the second floor, fully recessed from the north façade of the podium. Low wind speeds comfortable for sitting can be achieved by including tall railings.

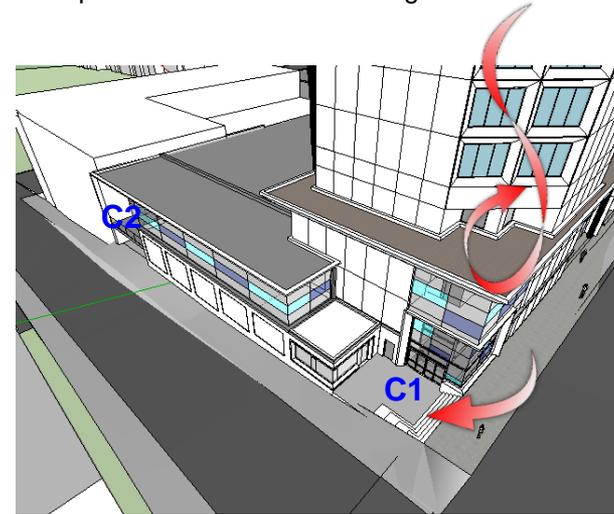


Image 9 – Corner plaza and north balcony

## D. Walkway and Green Area

The walkway and green area are located between the proposed podium and the existing church to the south. With the new podium structure in place, improved wind conditions are expected in these areas.

## 6. FURTHER THOUGHTS

The above-mentioned wind control solutions are expected to improve local wind conditions around the entrances and corner plaza. If feasible, a large canopy (Image 10) may be considered for the corner plaza and sidewalks, as an extension of the podium, which will significantly increase the effectiveness of the proposed podium structure for wind control.

If desired, wind tunnel testing can be conducted to quantify these wind conditions and to develop wind control solutions.



Image 10 – Large canopy as podium extension for wind control

## 7. SUMMARY

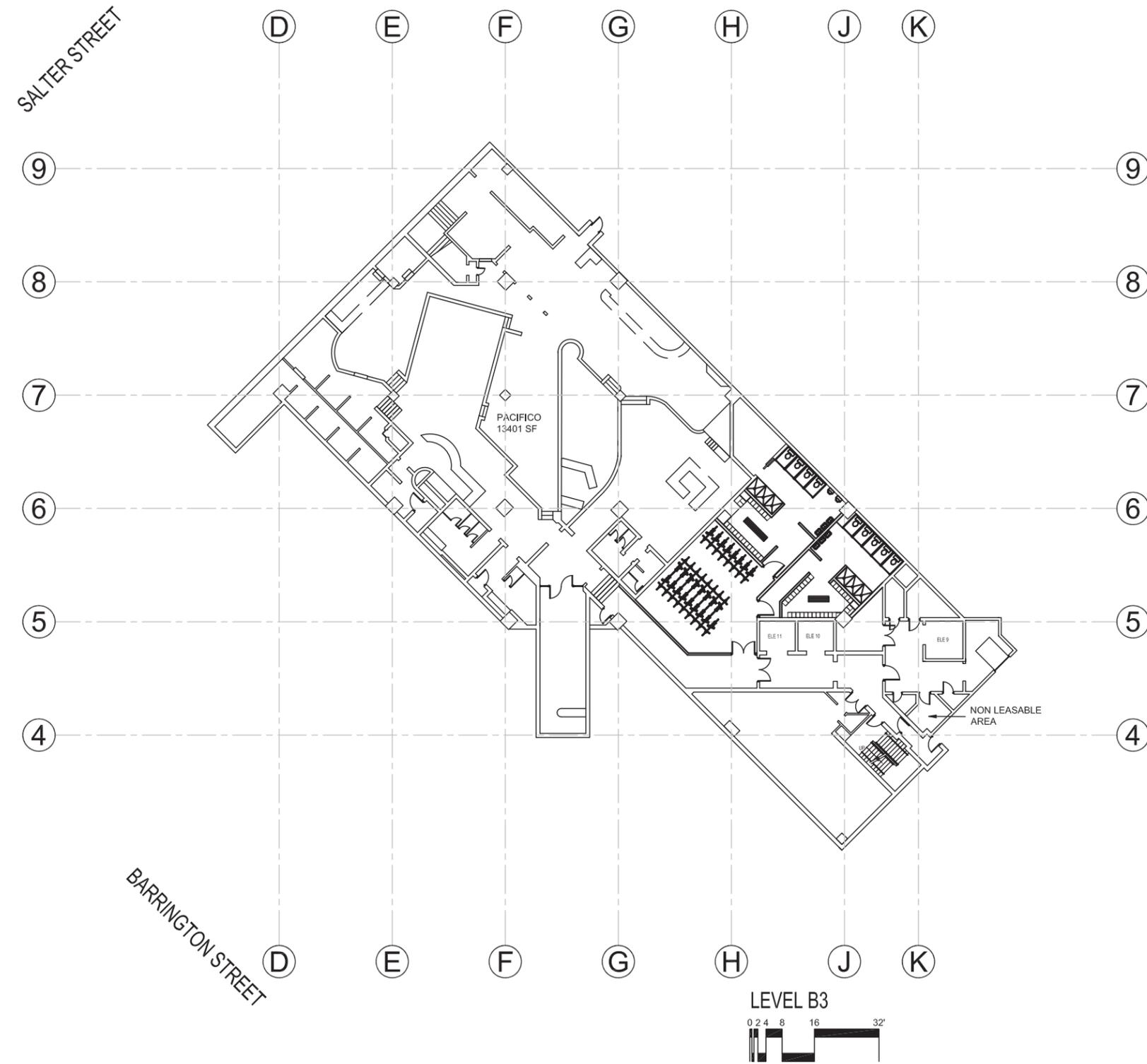
The proposed podium structure is a positive design feature for wind control around the existing Maritime Centre. The wind conditions around the tower are expected to be improved by varying degrees. With the proposed podium in place, lower and suitable wind speeds are predicted at the south walkway and green area, as well as on the north balcony at the second floor. Reduced wind speeds are also expected at building entrances, on sidewalks and at the corner plaza, but they may still remain higher than desired for the intended uses, especially during the winter when wind conditions may be uncomfortable or unsafe.

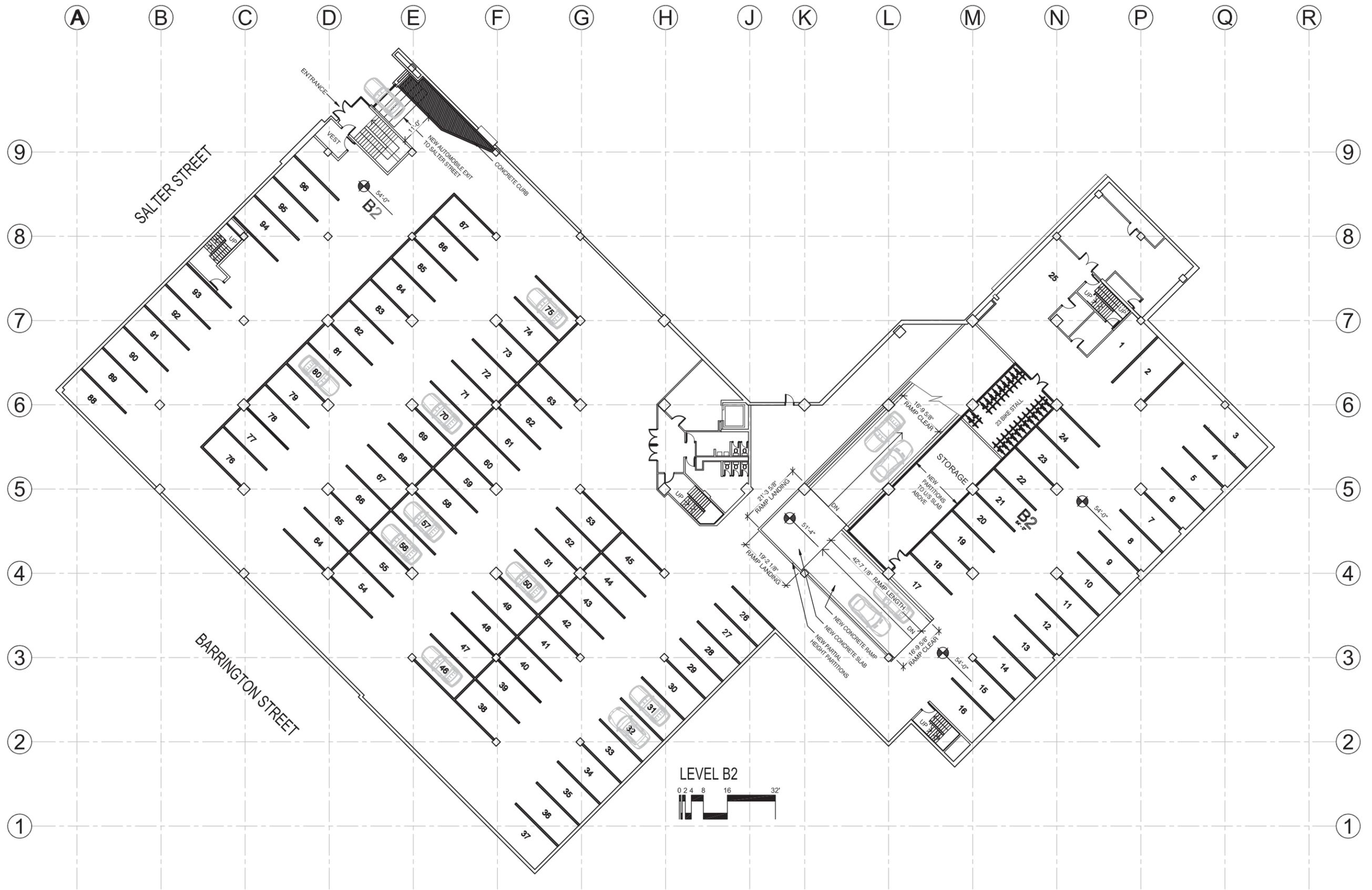
Local wind control measures such as wind screens, trellises and landscaping are discussed for the corner plaza and building entrances. If feasible, a large canopy may be considered above sidewalks for better wind control. Wind tunnel testing can be conducted to quantify these wind conditions and to develop wind control solutions, if desired.

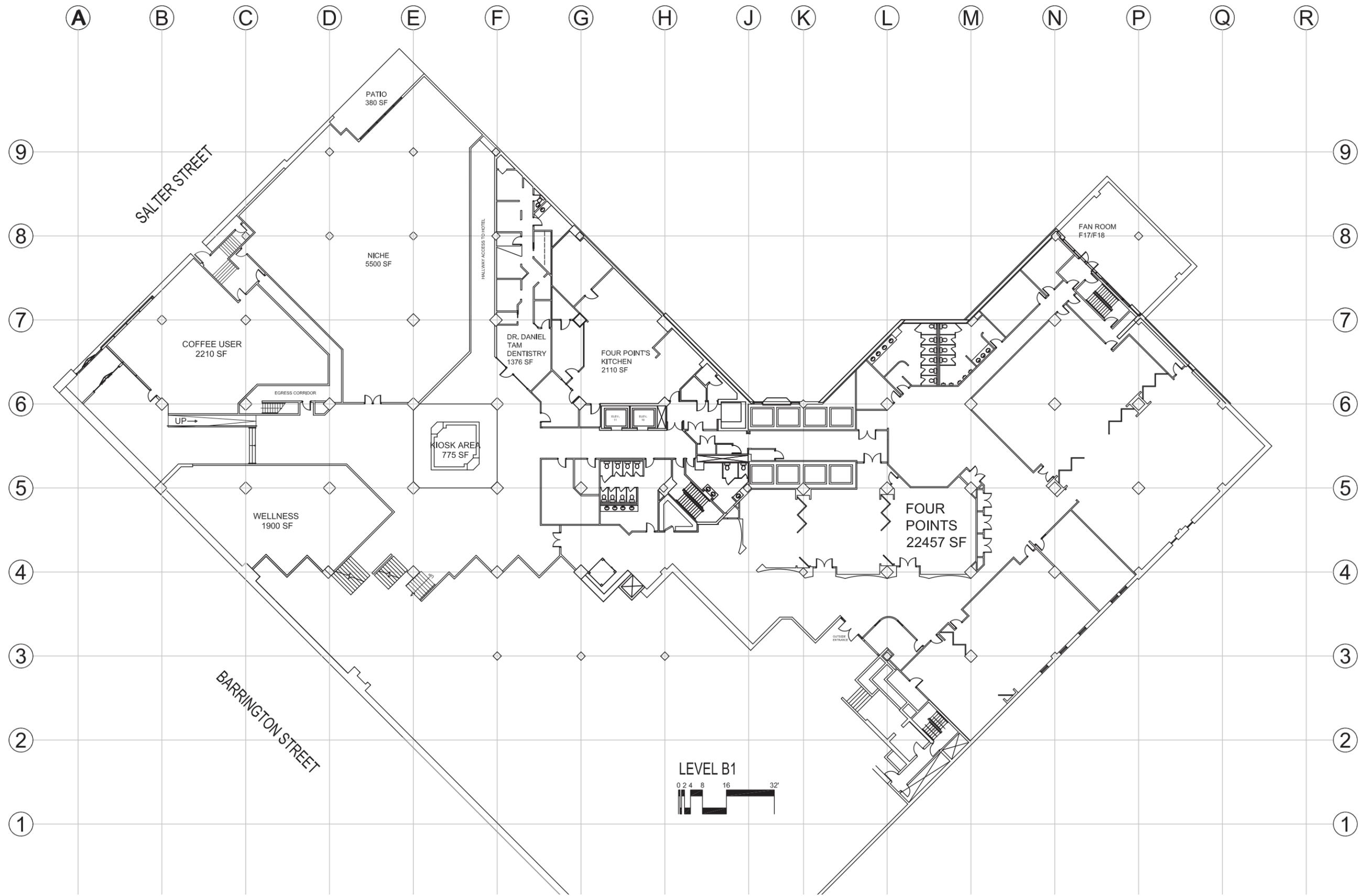
## 8. APPLICABILITY OF RESULTS

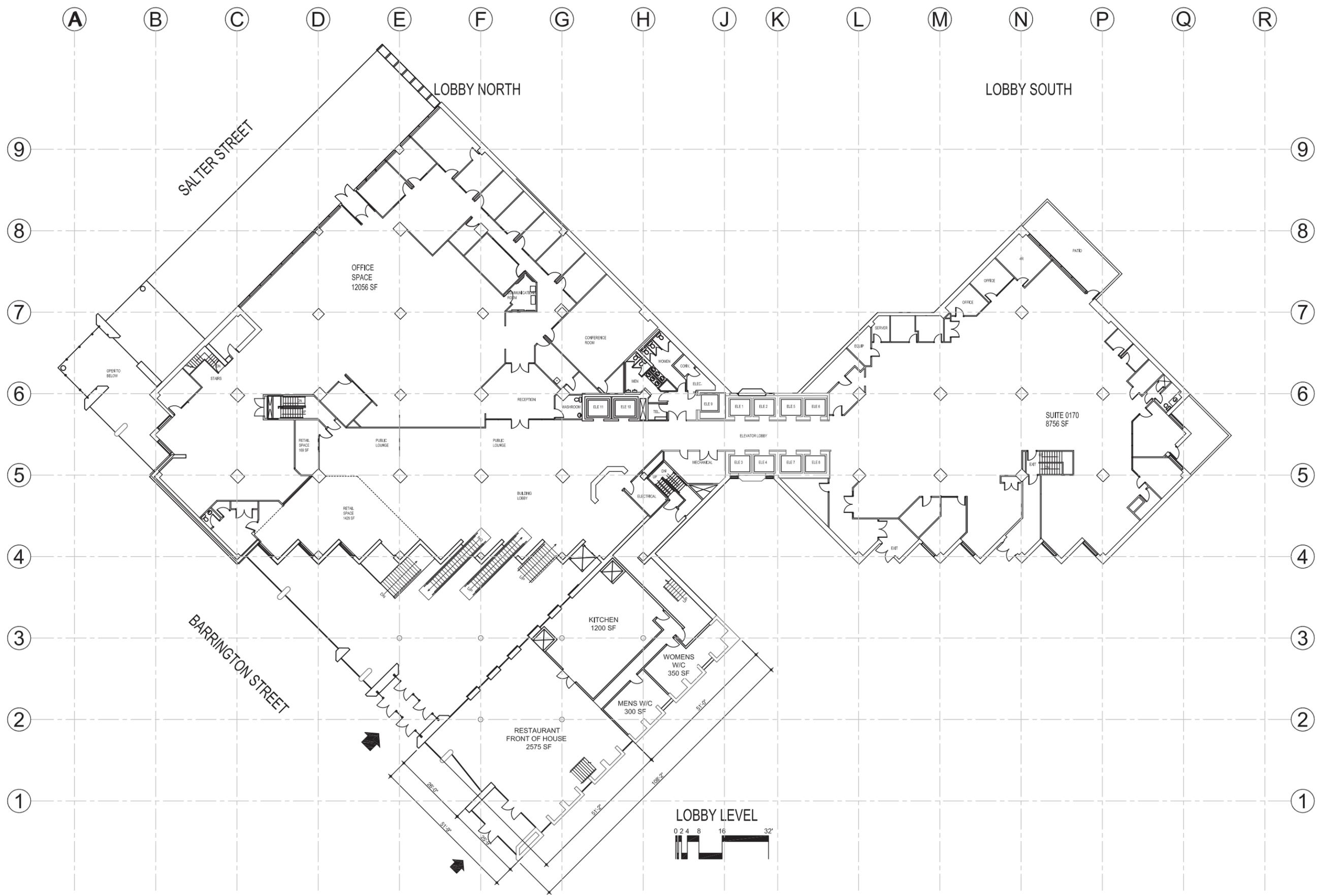
In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.

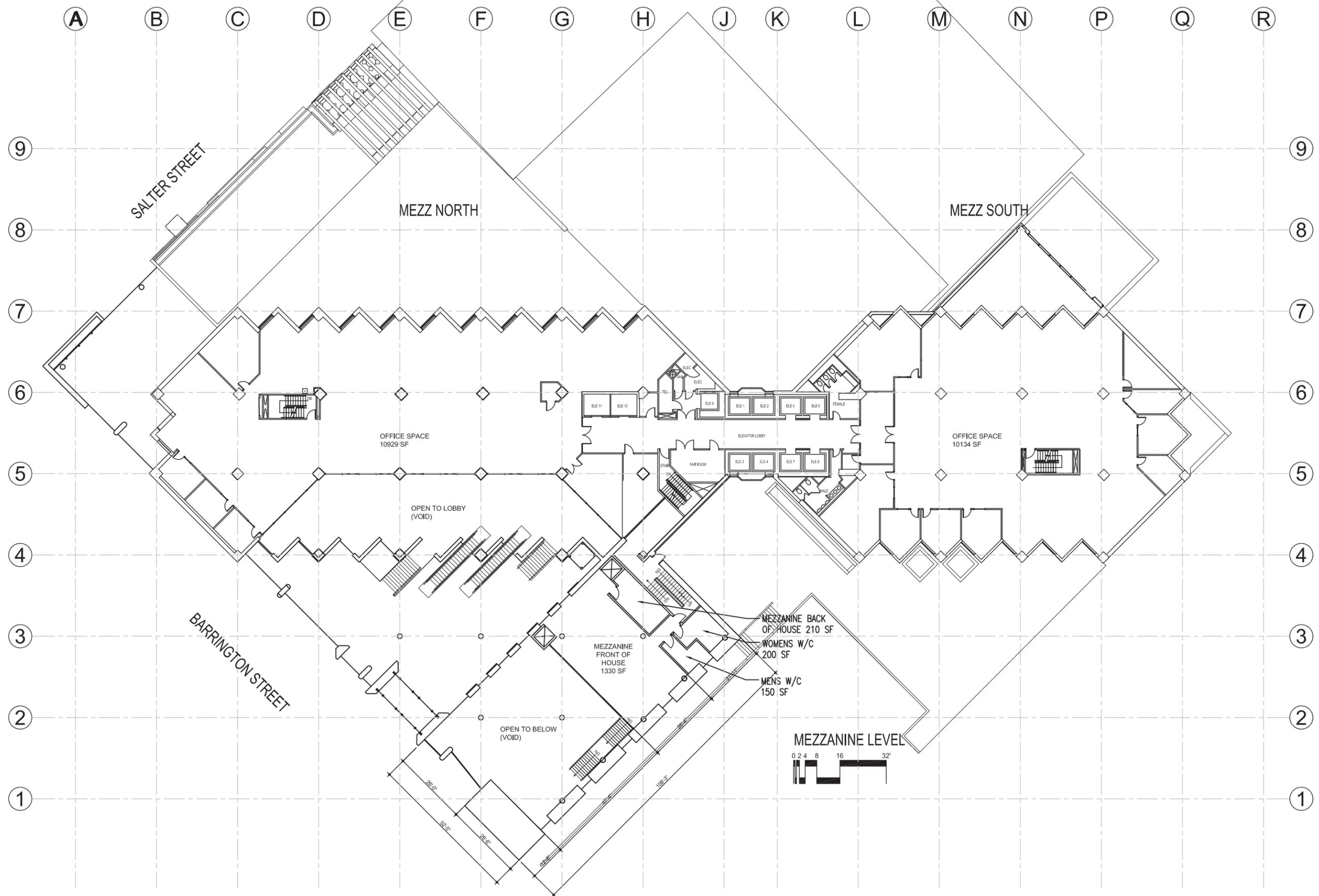
# Attachment C: Building Floor Plans and Renderings

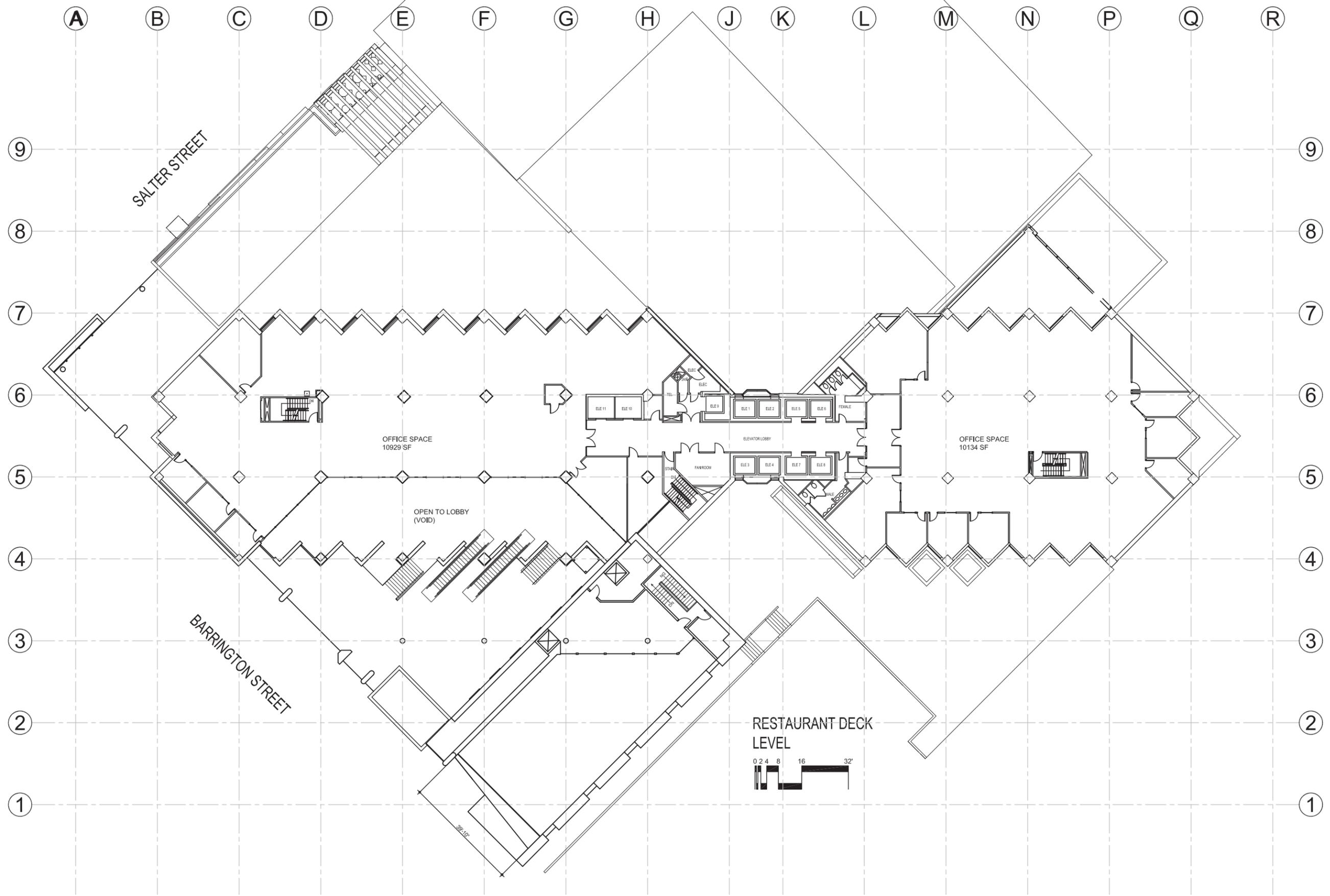






















# MARITIME CENTRE REVITALIZATION

Substantive Application

December 21, 2017\*





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2.0	Design Manual Objectives & Guidelines	6
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# 1.0 Design Rationale

The Maritime Centre redesign brings new light to a bright corner in Halifax, refreshing the façade of this iconic downtown building by enhancing the streetscape, and as importantly, incorporating new wind mitigation measures to improve the sidewalk comfort for the thousands of pedestrians that walk past the building every week. The new Barrington Street entranceway design also enhances the building's visual connection with Spring Garden Road.

As home to some of Nova Scotia's most exciting businesses and start-ups, The Maritime Centre, located at the base of Spring Garden Road and Barrington Street, is one of the most visible and significant buildings in Halifax. The intent of the Maritime Centre Revitalization is to transform this iconic building into a modern space with enhanced design and welcoming entranceways that will energize tenants, local businesses and visitors.

For reference, the building sits diagonally on its site to preserve views of Georges Island from Citadel Hill. The original design of the building, dating back to 1977, focused solely on overall

building design and neglected the streetscape and pedestrian scope of the project, as was the norm for the buildings of its era. The overall building mass and its orientation have resulted in a number of unresolved challenges for the surrounding area that were not addressed at the time. Significant winds, a nonexistent streetscape, and an entry that does not properly address Barrington Street are the three primary issues that affect the street level activity.

The proposed project addresses and mitigates these issues within the challenging context of the existing development, with the ultimate goal of creating a comfortable, enjoyable and well-designed visitor experience.

The proposal includes wrapping the base of the building with a new addition that runs along Barrington Street from St Matthew's United Church to the corner of Salter Street. This base will provide a new glazed streetscape that will serve as an inviting new street level access to the building interior. This pavilion will house a new entrance lobby, a possible new restaurant and some select retail space, all with the intent



Looking east down Spring Garden Road towards Barrington Street



Looking south down Granville Street towards Salter Street

of providing an active and improved pedestrian experience. The new pavilion height relates to the street wall along Barrington Street and will be fully glazed, setting up a powerful and compelling terminus view down Spring Garden Road, particularly during the evening hours.

The new pavilion will provide a significant amount of natural light and a new street level interior space. Enclosing this space and having it connect to the streetscape of Barrington, the design will bring this space back to life year-round.

Another attribute of this new pavilion design will be the positive impact on wind exposure at ground level. Presently, there are no barriers to interrupt the wind flow that travels down the surface of the tall tower and sweeps around the corners, amplifying the wind velocity. This effect can be severe at the Barrington and Salter corner and along parts of Barrington to the south near the main entries. Having a ground level pavilion will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep around the corners at a higher level and away from pedestrians.

The design proposed for the lobby and retail, encourages animation at the ground level and further interaction with pedestrians.

Central to supporting this important project is the needed garage expansion, which will enable 100 new parking spaces. The project redesign and investment being made by SLATE hinges on the added parking space, an asset that is needed in this growing area of downtown Halifax and is being requested by prospective tenants in a competitive rental market. The functional arrangement of the internal parking garage results in the necessity of an exit-only garage doorway at the Salter and Granville Street side of the building. The traffic study confirms this design aspect will not have any significant impact on the traffic performance of streets or intersections near the site.

Ultimately, this proposal outlines the vision for bringing light to one of Halifax's brightest corners. As a hub of innovation and new ideas, the Maritime Centre needs to properly reflect its tenants, better engage with pedestrians and provide a compelling visitor experience.



Corner entrance pavilion at the intersection of Barrington Street and Salter Street

# 2.0 Design Manual Objectives + 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 4 - Lower Central Downtown
- Prominent Visual Terminus Site
- Primary Commercial Street along Barrington Street
- Streetwall Setback: 0 - 1.5m
- Streetwall Height: 18.5m

## PRECINCT 4: LOWER CENTRAL DOWNTOWN

The following general criteria shall apply:

*a. Allow for mixed-use high-rise infill development on large opportunity sites.*

Development proposal intends to increase the amount of infill on one of the downtown's largest and most prominent sites by bringing the building podium to the street edge and revitalizing the street frontage.

*b. Prohibit new surface parking lots of any kind.*

No surface parking proposed.

*c. Ensure that existing surface parking lots and vacant sites are developed.*

Not applicable.

*d. Vacant sites shall be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experiences.*

The proposed design includes a continuous street wall on Barrington Street and allows for uninterrupted pedestrian experiences. This base will provide a glazed streetscape that will serve as a new street level access to the building interiors. This pavilion will house a new entry lobby, a possible new restaurant and some retail space in an effort to provide an active and connected pedestrian experience.

*e. The precinct is to be characterized by animated streetscapes.*

Proposed commercial uses and variety in materials are intended to animate the streetscape. The proposed street frontage includes a curtain wall design with coloured glazing in selected area. The curtain wall is punctuated with a new entry portal into the building on Barrington Street. The street frontage also features a mezzanine level for a potential new restaurant space.

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

The design will have a positive impact on wind exposure at ground level. Presently, there are no barriers to interrupt wind flow that travels down the surface of the tall tower and sweeps around the corners, amplifying the wind velocity.

This effect can be severe at the Barrington and Salter corner and along parts of Barrington to the south near the main entries. Having a ground level pavilion will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep around the corners at a higher level and away from pedestrians.

*g. East-west streets shall continue to provide views between the Citadel and the Harbour.*

Not applicable.

*h. Extensions of east-west streets between Lower Water Street and the Harbour are required as key components in open space network.*

Not applicable.

*i. Establish the George Street and Carmichael Street corridor as a major east-west pedestrian connection, given the linkage between the Town Clock, the Grand Parade, and the Harbour.*

Not Applicable.

*j. To ensure that the Halifax Harbourwalk is of a width and quality to be an important open space linkage with other precincts.*

Not applicable.

*k. Ensure that Lower Water Street shall be developed with a continuous streetwall and public realm design that emphasizes its meandering qualities and its emergence as an important street.*

Not applicable.

*l. To retain isolated heritage properties and protect them from inappropriate redevelopment.*

The proposed development is adjacent the St Matthew's Church, which is a registered heritage property. The design intends to preserve the church as an isolated resource by:

- Preserving trees between the uses to create a buffer
- Not disrupting the green space that surrounds the church. In fact, the southern building wall that faces this space is designed with materials that will enable more sunlight to reflect into the space.

*m. New waterfront development shall adhere to Section 2.10 of the Design Manual.*

Not applicable.

### GUIDELINE 3.1.1 PEDESTRIAN ORIENTED COMMERCIAL

A: The commercial spaces will be immediately accessible off the sidewalk.

B: They will be clad with a minimum of 75% glazed opening.

C: Two primary entrances are proposed: one at the interstation of Salter Street and Barrington Street, one at the intersection of Barrington Street and Spring Garden Road. These main entrances are framed or capped with curtain walls to further distinguish them. Retail uses that front along Barrington Street will include secondary entrances to the street. Overall, entrances are proposed frequently throughout all street frontages.

D: Presently, there are no barriers to interrupt wind flow that travels down the surface of the tall tower and sweeps around the corners, amplifying the wind velocity. This effect can be severe at the Barrington and Salter corner and along parts of Barrington to the south near the main entries. The ground level pavilion design and its contemporary cornice design will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep

around the corners at a higher level and away from pedestrians.

A key attribute of the new pavilion design will be the positive impact on wind exposure at ground level. To reduce the impact of wind on pedestrians, the design incorporates:

- Archways that define the building entrances, incorporating both horizontal and vertical elements that “wrap” the doorways and will help to protect the entrances from side gusts.
- Canopies and cornices at multiple levels to provide shelter along the faces of the new addition. At the top of the lobby wall, there is a cornice that extends approximately 3 metres in front of the glass wall below it, along the whole length of the new lobby. This cornice, combined with the height of the lobby wall, will give shelter to the sidewalk from rain-bearing winds which, in Halifax, are typically easterly winds. The arch elements provide a second tier of protection and serve to identify the entries to the building. A third level of weather protection is provided by glazed canopies at the entry points.

The wind study has confirmed that the wind conditions will be improved around the building at the sidewalk level compared to the existing condition.

- The wind safety criterion is predicted to improve with the addition of the proposed expansion.
- To improve conditions at the northwest tower, the proposed design extends the podium and cornice to Salter Street to extend the downwash-disrupting effect of the lobby base roof and cornice around the corner to the new Barrington and Salter Street entrance.

The recommendation to extend out over the sidewalk by substantially more than 3.0m would require a cornice design that would encroach over most of the depth of the sidewalk. This suggestion is not considered viable, nor was the recommendation to place glazed baffles on the sidewalk adjacent to the building entrances. Installing baffles at sidewalk level would impose a potential risk for pedestrians by creating an obstacle at the sidewalk and would present maintenance issues related to snow clearing and possible vandalism.

E: The width of the sidewalks does not permit spill-out activity.

F: Additional commercial uses will animate the sidewalk along Barrington Street.

### GUIDELINE 3.1.2 STREET WALL SETBACK

The streetwall setback is 0.0 metres.

### GUIDELINE 3.1.3 STREET WALL HEIGHT

The streetwall height meets or exceeds the minimum requirement of 11.0 metres.

### GUIDELINE 3.2.1 DESIGN OF THE STREET WALL

A: The proposal establishes a podium at the base of the building. The new addition runs along Barrington Street from St Matthew's United Church to the corner of Salter. This base will provide a new glazed streetscape that will serve as an inviting new street level access to the building interior. This pavilion will house a new entrance lobby, a possible new restaurant and some select retail space, all with the intent of providing an active and connected pedestrian experience. The new pavilion height relates to the adjoining buildings' street wall height along Barrington Street and will be fully glazed.

The new Barrington Street Facade has a scale more or less consistent with nearby buildings along the adjacent streetscape. The new addition along Barrington has been designed to be of a scale and character appropriate to the existing

building, but it has articulated elements and entries along the lower portion of the streetscape to modulate the large scale and to humanize the overall pedestrian experience. In this way, the design is able to address the two most important design drivers, recognizing and engaging the existing building with an addition that looks like it belongs to the Maritime Centre development and produces a richer human experience at ground level.

B: The streetwall is occupying approximately 100% of the Barrington frontage.

C: Streetwall setbacks and heights as per Land Use By-law Requirements.

D: The roofline of the proposed street wall (curtain wall feature) is at a similar scale to the general streetwall and cornice line heights of the Barrington Street Conservation District located to the north

E: Streetwall materials include a high quality aluminum curtain wall with clear and coloured glazing and a pre-finished metal panel system.

F: Frontages will be clad with a minimum of 75% glazing to provide 'eyes on street' from the interior of the building and reduce the barrier between the street and the internal uses of the building.

G: The Barrington street frontage includes a Tower Shear wall that comes down to the street level. This is a structural wall that cannot be punctuated with openings. The shear wall does not occupy a significant portion of the street frontage and provides additional variety in the streetscape.

### GUIDELINE 3.2.2 BUILDING ORIENTATION AND PLACEMENT

The building is oriented to Barrington Street and Salter Street. The entrance point is clearly defined at the intersection of Barrington and Salter Street through a glazed entrance that is capped by the Barrington Street curtain wall that wraps around the building corner to Salter Street. The entrance at the intersection of Barrington Street and Spring Garden Road is also clearly defined through a two-storey entrance portal framed by a secondary curtain wall feature.

### GUIDELINE 3.2.3 RETAIL USES

A: The street frontage along Barrington Street that includes retail uses will provide a minimum of 75% glazing.

B: The ground level pavilion will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep around the corners at a higher level and away from retail frontages. The edge of the roof will extend out beyond the building line to provide additional canopy protection over the sidewalk that retail uses front upon.

C: Not applicable.

D: The pavilion design and commercial will animate Barrington Street.

E: There will be no projections that hide displays or signage.

F: Proposed retail spaces will be at grade.

G: The proposed signage is designed to add to the quality of the street and will not be overwhelming.

### GUIDELINE 3.2.4 RESIDENTIAL USES

Not applicable.

### GUIDELINE 3.2.5 SLOPING CONDITIONS (SALTER STREET)

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

B: The present poured concrete wall along Salter Street is a difficult issue that has been inherited. This portion of the building is not a formal part of the redevelopment, but the concrete portions of the wall will be recoated with a colour palette that will make the surfaces a little less abrupt.

C+D: As noted in the section above, the existing walls along Salter Street - we will re-coat the concrete portions of the wall with earth tones that will make the surfaces a little less abrupt.

E: Due to the existing foundation there will be limited retail uses off Salter Street.

F: All entries to the building along Salter Street are at grade level.

G: Upper and a lower rooflines and curtain walls along Salter Street intend to reflect the natural slope of the terrain.

### GUIDELINE 3.2.6 ELEVATED PEDESTRIAN WALKWAYS

Not applicable.

### GUIDELINE 3.3.1 BUILDING ARTICULATION (NEW CONSTRUCTION SIDE);

A: Base: The proposed building base is constructed mostly of glass with modern cladding material for columns and rooflines. Building base also includes a curtain wall with clear glass and aluminum frames.

Middle: Not applicable.

Penthouse: Not applicable.

B: The building is of modern design that is sensitive in scale and rhythm to the historical context where it is placed.

C: Vertical and horizontal recesses or projections and changes in material and colour are proposed throughout the streetwall to create variety in the streetscape.

D: Consistent design language and rhythm is used throughout all street frontages.

### GUIDELINE 3.3.2 MATERIALS

A: All materials are modern and easy to maintain. A combination of curtain wall frames with interior coloured glazing provides a modern aesthetic quality that is compatible with the cladding and geometry of the existing tower portion of the building.

B: A refined selection of building materials have been chosen to create a simple and elegant composition that is compatible with the existing tower portion of the building.

C: A consistent pallet of materials are proposed along a public street frontages of the building.

D: No changes in material proposed at building corners.

E: Proposed building materials include glass and pre-finished metal siding.

F: The proposed building materials are all original and are used in a distinctive fashion that is compatible with adjacent materials but does not mimic them.

G: Stucco and stucco materials are not proposed.

H: These materials are not proposed.

I: Darkly tinted glass is not proposed.

J: These materials are not proposed.

### GUIDELINE 3.3.3 ENTRANCES

A: The entrance point is clearly defined at the intersection of Barrington and Slater Street through a glazed entrance that is capped by

the Barrington Street curtain wall that wraps around the building corner to Salter Street. The entrance at the intersection of Barrington Street and Spring Garden Road is also clearly defined through a two-storey entrance portal framed by a secondary curtain wall feature.

B: The edge of the roof will extend out beyond the building line to provide additional canopy protection over the sidewalk. Main entrances are framed by secondary curtain walls that creates a recessed entrance to provide additional protection.

C: Not applicable.

### GUIDELINE 3.3.4 ROOF LINE AND ROOFSCAPES

The design shows the location of the green roofs. These areas would not be publically accessible.

### GUIDELINE 3.4.1 PROMINENT FRONTAGES AND VIEW TERMINI

The project has two view termini: one at the end of Spring Garden Road and a second at the end of Granville at Salter Street. In both instances, the dominant termination of the view is the existing office tower, which is visible from several blocks away to the west along Spring Garden Road and to the north along Granville Street. As one approaches the building, the design seeks to improve the existing conditions through measures scaled to the particular façade and the function of the building behind that façade.

Spring Garden Road Terminus

This is the wider and more heavily-trafficked street, and the view terminus here will be more

prominent than on Granville. The overall mass of the new addition will serve to reinforce the street wall at the foot of Spring Garden and has been scaled to provide a strong, emphatic counterbalance to the vertical tower. It draws a horizontal line that allows the tower to terminate, both visually and physically, before meeting the street. The placement of the main entry into the Maritime Centre Lobby directly on the center axis of Spring Garden Road punctuates the façade and gives importance to both the entrance and to the on-axis street. The transparency of the street-facing wall will extend the view into the lobby, particularly at night, and provide animation to the street view.

Salter Street Terminus

The view terminus where Granville Street meets Salter Street also deals with an inherited building form. Here, due to grade issues, the narrowness of the street and the presence of on-street parking along both sides of the street, the view southward along Granville does not clearly expose the base of the building until the viewer is quite close to the building. Instead, the view is drawn upward, above the street level and towards the tower. The design therefore proposes a slotted vertical structure where the view terminus intersects the existing building from the second level and up to the top of the 3rd floor roof above. The existing condition consists of a poorly differentiated entrance identified principally by a disparate collection of tenant signs. The new structure creates an interesting visual focal point where one presently does not exist. This, combined with a small outdoor

balcony that will be part of a food service vendor, brings a certain degree of human activity to this area and concentrates it in the visual centre of the terminus.

As mentioned in Section 1.0, central to supporting this important project is the garage expansion and exit-only garage doorway at the Salter and Granville Street side of the building. The proposed design balances the exit with a fully glazed vestibule at street level providing access to a tenant on the level below. The transparency of this vestibule improves the pedestrian experience at ground level and provides a point of interest in a functionally solid wall while maintaining the required visibility and safety for drivers exiting the parking garage.

B: Not Applicable.

### GUIDELINE 3.4.2 CORNER SITES

A: The proposed building corner at Salter Street and Barrington Street is a 3 level glazed element that provides a pedestrian entry from Salter Street.

B: The building corner is treated as a distinctive feature through a 3 story glazed element that provides a pedestrian entry from Salter Street and is capped by a curtain wall that ties the entrance to the rest of the development.

C: Glazing is proposed to wrap around the street corner to create an engaging frontal design on both street frontages.

D: Not Applicable.



Looking north down Barrington Street

### 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: Proposed underground parking exit only on Salter Street minimizes the width of the frontage it occupies, and is designed with an integrated access portal. No additional vehicular accesses are proposed.

C: No additional loading areas proposed. Loading will occur through an existing portal on Hollis Street.

D: Not applicable.

E: integration of utilities, mechanical equipment and meters will be addressed during the detailed design development stage in accordance with HRM standards.

F: Heating, venting and air conditioning vents, utility hook-ups and equipment (i.e. gas meters) will be away from public streets.

### GUIDELINE 3.5.2 PARKING STRUCTURES

Not applicable.

### GUIDELINE 3.5.3 SURFACE PARKING

Not applicable.

### GUIDELINE 3.5.4 LIGHTING

A: The lighting plan in the attached building drawings illustrates the lighting plan for the pavilion. To compliment the southern courtyard shared with St. Matthews's church, recessed lighting further defines this feature.

B: Signage is illuminated and will complement the pavilions interior lighting coming through the transparent clear and coloured glazing.

C: The interior lighting and glazing will highlight the pattern created by the cornice, and column pattern and further accentuated by the coloured glazing.

D: Interior lighting will be designed to light the pavilions retail display windows.

E: Not applicable. Residential is not proposed, nor located on adjacent properties.

F: The proposed lighting will not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.

### GUIDELINE 3.5.5 SIGNS

A: Signage is integrated into the design of building façades. The entry signage accentuates the entrance archways, and retail signs are placed within architectural bays or datum lines.

B: Proposed signage is smaller in scale and does not obscure windows, cornices or other architectural elements.

C: As noted in the previous section the proposed signage is smaller in scale is near grade.

D: No freestanding signs are proposed.

E: No signage is proposed on a heritage building.

F: Street addressing is posted on the pavilion's central archway and is clearly visible.

G: The materials used in signage will be durable and of high quality. They relate to the materials and design language of the building and will be modern materials such as aluminum and polycarbonates.

## 3.0 Other Considerations

### ENCROACHMENT LICENSE

As illustrated in the building design, the pavilion's cornices will exceed the property line by 0.9 metres. The development team is applying for an Encroachment License request to regional Council to enable this aspect of the design.

As noted in section 3.1.1, presently, there are no barriers to interrupt wind flow that travels down the surface of the tall tower and sweeps around the corners, amplifying the wind velocity. This effect can be severe at the Barrington and Salter corner and along parts of Barrington to

the south near the main entries. The ground level pavilion design and its contemporary cornice design will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep around the corners at a higher level and away from pedestrians.

### HERITAGE DESIGN CONSIDERATIONS:

The subject property is located within a unique architectural and planning environment. While the site is within Precinct 4: Lower Central Downtown, and it is characterized within this Precinct, it is abutting Precinct 2: Barrington Street South and is surrounded by heritage properties. The site is a large building at the centre of downtown and along the prominent visual terminus of Spring Garden Road. While there are heritage properties around the site, the proposed addition to the Maritime Centre does not reflect this heritage character and distinguishes itself through a modern addition. The reason for this intentional design choice is to both make the addition consistent with the existing Maritime Centre building and to respect the heritage character of the nearby buildings through contrast. As such, it is our understanding that the heritage design guidelines would not be applicable to this addition.

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Attachment E – Design Manual Checklist			
Section	Guideline	Complies	Discussion
<b>2</b>	<b>Downtown Precinct Guidelines</b> (refer to Map 2 for Precinct Boundaries)		
<b>2.4</b>	<b>Precinct 4 – Lower Central Downtown</b> (criteria for other precincts have not been included)		
2.4e	The precinct is to be characterized by animated streetscapes.	Yes	The lower portion of the proposed streetwall displays transparency, façade articulation, new active entries, cornices, awnings and signage on Barrington Street that renders the sidewalk experience interesting and engaging for the walker. At the scale of the overall addition the window patterns/colours, large cornice line and architectural articulations alleviates potential monotony and repetitiveness of a single building façade.
2.4f	Focus pedestrian activities at sidewalk level through the provisions of weather protected sidewalks using well designed canopies and awnings.	Yes	The proposed large scale contemporary cornice of the addition that runs the length of the Barrington Street façade and turns the corner at Salter Street, that ends at the existing building, is designed to mitigate the current downwashing winds. The smaller scale cornices incorporated to form square arches are intended to deflect remnant downwashing and sidewinds at the entrances. The proposed addition features awnings at the main entrance at Barrington Street and Salter Street but not above the restaurant entrance. The purpose of the proposed addition is to mitigate wind turbulence effects on the pedestrian realm at Barrington Street and at the intersection at Barrington and Salter Streets.
<b>3</b>	<b>General Design Guidelines</b>		
<b>3.1</b>	<b>The Streetwall</b>		
<b>3.1.1</b>	<b>Pedestrian-Oriented Commercial</b>		
Grade related commercial uses such as retail stores and restaurants are permitted and encouraged on all streets in the downtown to enhance the pedestrian environment. 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.			

**Attachment E – Design Manual Checklist**

Section	Guideline	Complies	Discussion
<p>Pedestrian-oriented commercial uses are encouraged but not required on all remaining street frontages. These areas include streetwalls with an inconsistent retail environment due to a variety of at-grade uses or different building typologies such as house forms.</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.	Yes	The proposed addition is a single building extending 72.3m from the corner of Barrington Street and Salter Street along the length of the block at the sidewalk edge. To provide the rhythm often demonstrated when there is a series of different narrow buildings, such as north along Barrington Street, the façade features vertical distinctions that emulate a series of varying width vertical bays.
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	Yes	Transparency allows for a direct visual connection between pedestrians on the sidewalk and activities occurring inside the building. A minimum of 75% transparency levels at the ground level activates the street environment providing visual interest during the day and an intimate source of lighting at night. The lower portion of the building wall plane alongside the pedestrian is clear glass but above that the glass has a colour tint.
3.1.1c	Frequent entries.	Yes	The façade at Barrington Street will have two active entrances; one to the lobby space and the other to the potential restaurant. There will also be an active entrance at Salter Street to the new smaller lobby space.
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.	Yes	The proposed large scale cornice and the square arches at the entrances at Barrington Street and at the intersection with Salter Street will provide pedestrian protection from the elements.

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Section	Guideline	Complies	Discussion
			Awnings enhance this protection at the main entrance at Barrington Street and at the Salter Street entrances.
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	Yes	Spill-out activity from the restaurant may be considered in accordance with HRM By-laws.
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	The proposed ground level lobby could accommodate a small scale retail space or kiosk at the north side of the main entrance along the windows but new access point(s) may not be possible.
<b>3.1.2</b>	<b>Streetwall Setback</b> (refer to Map 6)		
<p>In downtown Halifax, the placement of the building relative to the front property line generally corresponds to the grade-level uses and intensity of pedestrian traffic. For the most part existing development in the downtown is uniformly placed at the sidewalk with little or no setback, and it is desirable that future development follow that example. However there are areas that are more residential or institutional in character that observe a variety of streetwall setbacks. To reinforce existing and desired streetscape and land use characteristics, streetwall placements are therefore categorized according to the following setback standards (see Map 6 of the Land Use By-law):</p>			
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.	Yes	The proposed building edge has a 0.2m setback from the Barrington Street property line where the setback is undefined. There is no setback proposed on the Salter Street façade where the permitted setback varies from 0 to 1.5m.
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.	n. a.	
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	n. a.	

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	out activity such as sidewalk patios.		
<b>3.1.3</b>	<b>Streetwall Height</b> ( <i>refer to Map 7</i> )		
<p>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.</p>			
<b>3.2</b>	<b>Pedestrian Streetscapes</b>		
<b>3.2.1</b>	<b>Design of the Streetwall</b>		
In designing streetwalls, the following guidelines should be observed:			
3.2.1a	The streetwall should contribute to the fine grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	Yes	The streetwall of the proposed addition has been designed to emulate varying width vertical bays in accord with the grain of the frontages forming the street edge further north along Barrington Street.
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	The proposed streetwall occupies the entirety of the lot frontage excepting a 1.5m setback from the St. Matthew's church property boundary. This setback extends the length of the south (St. Matthew's) façade to an existing stair.
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	The streetwall of the proposed addition is 11.3m in height from the average grade of the sidewalk. At this height the addition has a setback to the original building façade. The maximum permitted streetwall height is 18.5m in this precinct.
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	Yes	The streetwall of the proposed addition is consistent with the height of nearby heritage buildings to the north (Pacific Building, Freemason's Hall) and south (St. Matthew's).
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	Yes	The proposed materials for cladding are of the highest

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			quality. An existing solid structural wall at Barrington Street that will host signage will be painted white.
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes	The proposed streetwall is glass in its entirety along the length of the addition that will contribute greatly to the animation of the streetscape and engagement of the pedestrian at Barrington Street and as the Spring Garden view terminus.
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	The pedestrian wall plane of the building is a mix of glass, entrances with surrounds, solid canopies, vertical piers and signage. A blank wall of the existing building along the pedestrian frontage is proposed to be treated with lighted signage.
<b>3.2.2</b>	<b>Building Orientation and Placement</b>		
The orientation and placement of a building on a property helps define the quality and character of the public realm.			
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	The proposed addition is located at the street edge and oriented to the pedestrian realm with new entrance doors on Barrington and Salter Streets. The new entrances directly access the sidewalk and are emphasized by square arches composed of contemporary moldings.
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>		

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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.	Yes	The east side of Barrington Street that fronts on the subject site is Primary Commercial and the proposed design response exhibits a minimum of 75% glazing, access to a restaurant and a main entrance that leads to interior retail commercial space. A new entrance door at Salter Street, near the corner with Barrington, will also provide access to retail uses.
3.2.3b	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.	Yes	The large scale cornice and the moldings of the square arches surrounding the entrances mitigate the downwashing winds. The entrances at Barrington Street (excepting the restaurant entrance) and Salter Street also feature solid canopies within the arches.
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	Small scale or kiosk type retail could be added at grade level north of the main entrance doors at Barrington Street to take advantage of the glass streetwall.
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes	There are no immediate retail uses at the Barrington Street entrance but are located nearby on the second floor of the building lobby. The Salter Street accessed retail is proximate the entrance and visible from both Salter and Barrington Streets from the outside. The proposed restaurant entrance is immediate the sidewalk.
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes	The largely glass streetwall is broken into vertical bays by architectural elements that are not overly deep and do not obstruct views into the interior activity or hide retail display or signage
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	Yes	The retail entrance at Salter Street, at the corner with Barrington Street, is at the

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	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.		beginning of the grade towards the Harbour but the entrance is grade level and does not require a step or steps to the interior retail immediate the entrance. The other entrances on the Salter Street grade are kept close to grade with the use of a single step.
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.	Yes	All signage will be well designed and of high material quality with lighting to add variety and interest.
<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	The Salter Street façade shows three pedestrian entrances and a garage exit door. The entrance door nearest Barrington Street is designed to be at-grade and the other two entrances, as one progresses down the slope, are accessed by one step.
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	Yes	The Salter Street façade, which is a visual terminus for Granville Street, of the proposed addition displays a high quality architectural expression at the “pavillion” formed at the corner of Salter and Barrington Streets. The existing concrete façade from the new pavilion to the pedestrian entrance and garage door will be painted, hung with lighted signage and an awning located above the entrance door. The proposed garage door/pedestrian entrance will be surmounted by a vertical design element aligned to the view axis.
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	Yes	The walls of the proposed addition are primarily glass; at least a minimum of 75% with architectural elements breaking up the curtainwall effect. The existing concrete wall at Salter Street will be painted and new lighted signage located and a

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Section	Guideline	Complies	Discussion
			solid canopy will be mounted above the entrance.
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	Yes	While not part of proposed addition the existing Salter Street concrete façade connects the corner pavilion to the new garage exit and may be considered as a supporting element of the proposal. The concrete wall is currently broken up by elements in relief and will be painted.
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.	Yes	The glass façade of the proposed addition wraps around the corner of Salter and Barrington Streets and presents a 6m façade at the sloping Salter Street sidewalk. Retail use is not immediate the sidewalk in the actual space created by this pavilion but there is interior retail space proximate to the entrance at Salter Street that will be visible from both Barrington and Salter Streets.
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	There are three pedestrian entrances at Salter Street. The main entrance at Salter and Barrington is at grade with no step(s) whilst the other two are near grade and accessed by one step at each location.
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.	n. a.	
<b>3.2.6</b>	<b>Elevated Pedestrian Walkways</b> ( <i>criteria not included – no pedway is proposed</i> )		
<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.	n. a.	
<b>3.3</b>	<b>Building Design</b>		
<b>3.3.1</b>	<b>Building Articulation</b>		

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3.3.1a	<p>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.:</p> <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 of the pedestrian environment through animation, transparency, articulation and material quality.</li> <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>	n. a.	<p><i>Note: The addition is designed as the base to the existing building and the design response improves pedestrian comfort at the sidewalk level by mitigating downwashing wind while enhancing the pedestrian experience at the sidewalk with interactive activity, transparency and varied articulation of the whole façade.</i></p>
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	The proposed addition is an innovative contemporary design that emulates scale and rhythm of neighbouring buildings that is not in strong contrast and is complimentary to the locality.
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	The proposal references its surroundings to create visual interest and variety by use of thin vertical and horizontally exposed structures, differing scales of entrance surrounds, portion of a playfully reversed arch: all composed on a glass curtainwall that changes from clear glass at the sidewalk level to a medium tint at the unifying colossal order cornice.
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	The south façade (St. Matthew's church facing elevation) displays high design quality in a distinctive composition.
<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	This proposal uses building materials that were chosen for their aesthetic quality which will achieve a creative contemporary design. Glass is a resource efficient material that may be infinitely recycled so is ranked

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			highly sustainable. It is also easy to clean and maintain. Pre-finished metal cladding and pre-cast panel systems vary in sustainability rankings dependent on materials and process.
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes	The building materials represent a restrained palette of contemporary materials: glass, pre-finished cladding and pre-cast panel system which are complementary and non-jarring to the locality.
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	The materials at the Barrington Street façade are carried around the corner to the Salter Street façade. The pre-cast panel material carries around to the façade facing St. Matthew's church but here the glass curtain wall changes to punched windows.
3.3.2d	Changes in material should generally not occur at building corners.	Yes	The Barrington Street façade materials are carried around the corner at Barrington and Salter Streets.
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes	The Design Manual emphasizes quality of materials and that they are true to their nature. The proposal is predominantly glass (clear and tinted) façade with pre-finished panel system (white at Barrington and Salter Streets and grey on the south façade) as cladding for the cornice, piers and arches.
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes	The proposed building materials do not mimic other materials at the Barrington Street and Salter Street facades. The south elevation, or St. Matthew's church facing wall, displays a pre-finished panel system that duplicates an ashlar wall.
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes	No stucco or stucco like finishes are used as exterior wall material.

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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	No vinyl siding, plastic, plywood, concrete block, EIFS or metal siding with exposed fasteners are proposed.
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes	Light and medium tinted glass is proposed above the clear glass proposed for the pedestrian wall plane. No glare reduction coating is proposed.
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	Wood is not proposed in any form or finish as a building material for this addition.
<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	Both entrances at Barrington Street are given design emphasis by square arches and the main entrance is given heightened interest by a solid canopy within the arch. The entrance at Salter Street, at the corner of Barrington Street and Salter Street, is expressed with a high square arch coming near the large scale cornice, that wraps around the corner. The entrance is also treated with a solid canopy. The entrance midway down the Salter Street slope is emphasized by a solid awning and the pedestrian entrance next the garage door is recessed beneath a sculptural device.
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes	Main building entrances provide pedestrian comfort with surrounding square arches, that deflect downwashing winds and side winds, and solid canopies atop the doors, excepting the restaurant entrance. In addition, the large scale cornice serves to mitigate overall downwashing wind turbulence from the main building.

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3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	n. a.	
<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.	n. a.	
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.	n. a.	
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	The applicant is proposing perennial planting (Sedum) as landscape treatment of the flat rooftop.
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	Integration of all rooftop mechanical equipment to ensure it is screened from view will be addressed during the detailed design stage.
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.	Yes	The low-rise flat roof of the proposed building will provide screening for mechanical equipment consistent with the building design in material and form and will be determined at the detailed design stage.
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.	n. a.	
<b>3.4</b>	<b>Civic Character</b>		
<b>3.4.1</b>	<b>Prominent Frontages and View Termini</b>		
These are frontages and sites with exceptional visibility and opportunity for signature or landmark architectural treatments of features. These sites can enhance the quality of public areas, reinforce downtown or precinct			

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<p>identities, orient pedestrians, and strengthen civic pride. Accordingly, development on these sites has a greater civic responsibility that obliges consideration for the highest possible design and material quality. The design of these buildings should provide distinctive massing, articulation and architectural features so as to reinforce their visual prominence.</p>			
<p>3.4.1a</p>	<p>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.</p>	<p>Yes</p>	<p>The existing building at this corner site is on the view axes of the Spring Garden view terminus and the Granville Street view terminus. The Barrington Street main entrance doors, set within a large scale square arch of contemporary molding, terminates the Spring Garden view axis. The Granville Street view terminus visually connects to the proposed garage door (egress only) area of the Salter Street façade. A vertically slotted design element has been designed to surmount the garage door/entrance.</p> <p>Staff advise that a garage door is not a suitable feature or design element to terminate an identified view corridor and that the proposed slotted design element does not deflect from the inappropriateness of the door. Furthermore, staff advise that the design element itself is not of the highest design quality; it does not refer to the form language of the existing building, the proposed addition or the surrounding buildings; and does not present a distinctive architectural treatment as suggested.</p>
<p>3.4.1b</p>	<p>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.</p>	<p>Yes</p>	<p>The designation of the frontage at this site as a Civic Avenue attests to the importance and influence of the historic built environment of the surrounding Heritage Conservation District (HCD). The proposed addition preserves the character and appearance of this area by contributing a contemporary and convincing depth and grain that is a reinterpretation of the</p>

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			characteristics of traditional buildings in the HCD.
<b>3.4.2</b>	<b>Corner Sites</b>		
Corner buildings have a greater visual prominence given that they terminate two streetwalls and that they have excellent visual exposure from the open space created by street intersections. This special condition should be acknowledged with design response such as:			
3.4.2a	Provision of a change in the building massing at the corner, in relation to the streetwall.	n. a.	
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes	The distinctive design response at the corner continues the large scale cornice and glass streetwall around the corner and returns to the existing building. Below the cornice the entrance doors at Salter Street will be set within a high square arch that moves around the corner and terminates at the Barrington Street façade. This presents a distinctive glass corner at the pedestrian/street intersection.
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.	Yes	The proposed design, acting as a podium for the existing building, brings a true street frontage to the building at the corner.
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.	n. a.	
<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	Additional parking associated with this application has been located internal to the building.
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.	Yes	An egress only garage door is proposed from the existing building onto Salter Street. The proposed egress has been designed to address pedestrian safety concerns and potential impact of the streetscape.
3.5.1c	Locate loading, storage, utilities, areas for delivery	Yes	Existing loading areas, refuse

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	and trash pick-up out of view from public streets and spaces, and residential uses.		pick-up, delivery will remain within the existing access at Hollis Street.
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	The two entrances down slope from the main entrance directly at the corner of Salter and Barrington Streets have been downplayed in visual prominence, with a solid canopy over the mid-slope door and the other captured with the garage door under the proposed design element.
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	All utilities, mechanical equipment and meters will be integrated into the design of the proposed addition.
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	All HVAC and utility hook-ups/equipment will be located away from view from public streets.
<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	The applicant has prepared a lighting plan for the proposal showing lighting locations in connection with proposed signage. There is no backlit signage proposed.
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	The lighting plan shows all exterior signage lighted and under the soffit at the St. Matthew's church façade as well. The interior will be lit at night to backlight the solid streetwall elements and illuminate the clear and tinted windows.
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	Yes	There is no dedicated lighting on the cornices and columns but the pattern they create will stand out against the interior lighting.
3.5.4d	Encourage subtle night-lighting of retail display windows.	Yes	Interior night lighting of glass streetwall of the addition is proposed.
3.5.4e	Ensure there is no light trespass onto adjacent	n. a.	

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	residential areas by the use of shielded “full cut-off” fixtures.		
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes	No unshielded lighting elements are proposed.
<b>3.5.5</b>	<b>Signs</b> ( <i>no plans have been provided about specific signage – signs will be subject of separate future permit applications</i> )		
<b>4</b>	<b>Heritage Design Guidelines</b>		
<b>4.1</b>	<b>New Development in Heritage Context</b>		
<p>As part of the city’s evolution, new architecture will invariably be constructed on the same site as, and abutting. Heritage resources. These guidelines ensure that as this evolution continues the goal of creating and protecting a coherent downtown is achieved.</p> <p>There are three conditions under which new buildings can be introduced into heritage contexts in downtown Halifax, and different design strategies apply to them with the same objective of ensuring that as the downtown evolves, it continuously becomes more and more coherent:</p>			
1.	<b>Infill</b> – This type of development occurs on sites that do not contain a heritage resource but rather occur on vacant or underutilized sites that are in between other heritage properties, abutting them on each side. Typically, a strong contiguous heritage context exists around them.	n. a.	
2.	<b>Abutting</b> – This type of development occurs on sites that do not contain a heritage resource but that are directly abutting a heritage resource on one side. This type of development occurs in a less contiguous heritage environment than infill.	Yes	The development proposal is for a site that directly abuts a registered municipal heritage property, St. Matthew’s church and its associated burying ground. The subject site is bounded on three sides by the Barrington Street Heritage Conservation District.
3.	<b>Integrated and Additions</b> – This type of development occurs on the same site as a heritage resource. <i>Integrated</i> developments occur on sites where existing heritage structures are part of a larger consolidated site or significant development proposal, and where heritage buildings are to be integrated into a larger building or building grouping. <i>Additions</i> are to existing heritage properties to which new construction will be added, often on top of existing buildings, but can be to the sides or rear in a manner that respects existing heritage attributes.	n. a.	

These three types of development in heritage contexts are discussed further in Sections 4.2., 4.3 and 4.4.

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4.1.3	<p><b>Contemporary Design</b> New work in heritage contexts should not be aggressively idiosyncratic but rather it should be neighbourly and respectful of its heritage context, while at the same time representing current design philosophy. Quoting the past can be appropriate; however, it should avoid blurring the line between real historic buildings, bridges and other structures. Contemporary as a design statement does not simply mean current. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo-Victorian detailing, should be avoided.</p>	Yes	<p>The proposed addition exhibits responsible contemporary design that is not in strong contrast to the localised character and distinctiveness of the heritage context. The colossal scale of the contemporary cornice relates to the scale of the existing Maritime Centre building but also refers to the cornice of St. Matthew's church, and the buildings north along Barrington Street, and is located at a similar height. The addition also refers to the local character by emulating vertical bays and use of contemporary square arches at entrances.</p>
4.1.4	<p><b>Material Palette</b> As there is a very broad range of materials in today's design palette, materials proposed for new buildings in a heritage context should include those historically in use. The use and placement of these materials in a contemporary composition and their incorporation with other modern materials is critical to the success of the fit of the proposed building in its context. The proportional use of materials, drawing lines out of the surrounding context, careful consideration of colour and texture all add to success of a composition.</p>	Yes	<p>The proposal seeks to achieve a contemporary architecture that responds creatively to the rhythm, articulation and proportion of the local context rather than simply replicating materials found in the locality. The restrained palette of glass and pre-finished steel cladding/panels provides an authentic architectural expression without relying on decoration and patterning.</p>
4.1.5	<p><b>Proportion of Parts</b> Architectural composition has always had at its root the study of proportion. In the design of new buildings in a heritage context, work should take into account the proportions of buildings in the immediate context and consider a design solution with proportional relationships that make a good fit. An example of this might be windows. Nineteenth century buildings tended to use a vertical proportion system in the design and layout of windows including both overall windows singly or in built up groups and the layout of individual panes</p>	Yes	<p>The composition of the proposed addition is a derivation of the existing surrounding local grain expressed in varying sized vertical bays, similar height cornices and vertical windows with embellishment. The proposal references such proportions by creating vertical bays using visible architectural members, contemporary moldings creating square arches surrounding the entrances and the uniting cornice line presenting a similar height.</p>
4.1.6	<p><b>Solidity versus Transparency</b> Similar to proportion, it is a characteristic of historic buildings of the 19th century to have more solid walls with punched window openings. This relationship of solid to void makes these buildings less</p>	Yes	<p>A comparative glance at the area of glazing in the surrounding heritage resources and the proposal shows a mostly glass facade that is prominently set at</p>

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	<p>transparent. It was a characteristic that was based upon technology, societal standards for privacy, and architectural tradition. In contrast buildings of many 20th century styles use large areas of glass and transparency as part of the design philosophy. The relationship of solidity to transparency is a characteristic of new buildings that should be carefully considered. It is an element of fit. The level of transparency in the new work should be set at a level that provides a good fit on street frontages with existing buildings that define the character of the street in a positive way.</p>		<p>the sidewalk edge. Because there is no residential aspect (where transparency levels are low) to this addition and the internal planning is very open and expansive this has informed the external expression of the building: transparent with thin vertical members and large scale, deep, contemporary square arches. This high level of transparency allows pedestrians to see into adjacent space while the varied architectural articulation provides variety along the length of the façade. This direct visual connection creates a desirable active sidewalk environment.</p>
<p><b>4.1.7</b></p>	<p><b>Detailing</b> For new buildings, detailing should refer to the heritage attributes of the immediate context. Detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context. In past styles, structure was often unseen, hidden behind a veneer of other surfaces, and detailing was largely provided by the use of coloured, shaped, patterned or carved masonry or added traditional ornament, moldings, finials, cresting and so on. In contemporary buildings every element of a building can potentially add to the artistic composition of architectural, structural, mechanical and even electrical systems.</p>	<p>Yes</p>	<p>Increased attention to detailing (vertical members and entrance surrounds) at the lower level of the addition helps break down the addition’s streetwall to pedestrian scale. Changes in the detailing give the proposed large façade continuous variety in depth and texture and makes the building unique and interesting to pedestrians. While the detailing is contemporary it is a design response to the local heritage context; referring to the vertical bays, pronounced entrances and overall articulation.</p>
<p><b>4.3</b></p>	<p><b>Guidelines for Abutting Developments</b></p>		
<p><b>4.3.1</b></p>	<p><b>Cornice Line</b></p>		
<p>The cornice line is the extended horizontal definition of the building that indicates where the façade ends and the roof begins. When adjacent buildings have a continuous cornice line they result in a harmonious streetwall.</p>			
<p>4.3.1a</p>	<p>Maintain the same or similar cornice height for the podium building (building base) to create a consistent streetwall height, reinforcing the ‘frame’ for public streets and spaces.</p>	<p>Yes</p>	<p>The proposed addition displays a large scale contemporary cornice, which scale refers to the existing building, but located at a height that is referential to the cornice line of the buildings north of the site on Barrington Street. The cornice creates a consistent</p>

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			streetwall height for the façade of the addition.
<b>4.3.2</b>	<b>Rhythm</b>		
<p>The idea of rhythm on a building's façade or along a streetwall makes reference to the recurrence at regular intervals of design elements that help structure their visual character and definition. For example, a vertical line dividing buildings every 10 metres, will create a rhythm for the street that speaks to a certain scale and intimate character.</p>			
4.3.2a	Maintain the rhythm of existing heritage buildings, generally at a fine scale, typically in 6m to 12m intervals (storefronts, individual buildings, etc.) in a vertical proportion.	Yes	The existing rhythm of Barrington Street is emulated on the proposed façade by varying width vertical bays in accord with the existing grain north along Barrington Street.
4.3.2b	For larger or longer buildings. Clearly articulate vertical divisions or bays in the façade at this rhythm.	Yes	The proposed addition has a 72.3m long façade that uses architectural elements to create vertical bays emulating the existing rhythm further north on Barrington Street.
4.3.2c	Where appropriate for consistency, provide retail bays or frontages at the same rhythm.	Yes	The restaurant entrance and the Salter/Barrington Streets corner entrance provide retail frontages that relate to retail frontages in the surrounding townscape.
4.3.2d	Rhythm is of primary importance in the base of new buildings, but some reference to the rhythm may be desirable above the cornice line as well.	n. a.	
<b>4.3.3</b>	<b>Grade Level Height and Articulation</b>		
<p>The continuity of the grade level is a significant aspect of experiencing the transition from a heritage building to a new building. The continuity should be reflected in matters of overall height and proportion, as well as design elements of rhythm and articulation and in the use of building materials.</p>			
4.4.3a	Maintain the same or similar height of the first storey of new buildings to the first storey datum line of heritage buildings.	Yes	The “first storey” of the new streetwall, expressed in clear glass, is of a similar height to the first storey of the heritage building to the north at 1533 Barrington Street and in keeping with the door height of the front doors of St. Matthew’s church (which are set within the ground floor base of the tower/steeple).
4.3.3b	Maintain other heights and proportions in the first storey such as:	Yes	The doors of the new addition are the same height as the doors in

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	<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>		<p>the façade of 1533 Barrington Street and are directly on the sidewalk edge. The main entrance doors are captured within a square arch surround that is in keeping with the sidewalk level door of the Freemason's Hall with related windows over the top accentuated by sandstone ornamentation. This square arch design is repeated again at the restaurant and at the corner of Salter and Barrington Streets: which breaks the façade and moves around the glass corner to end on Barrington Street façade. This formal suggestion of the entrance within a surround visually connects the entrances to other such bays in the locality.</p>