



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 9.1.2
Design Review Committee
March 14, 2019

TO: Chair and Members of Design Review Committee

ORIGINAL SIGNED

SUBMITTED BY:

Kelly Denty, Director of Planning and Development

ORIGINAL SIGNED

Jacques Dubé, Chief Administrative Officer

DATE: January 21, 2019

SUBJECT: **Case 22066: Substantive Site Plan Approval – 1598 Barrington Street, Halifax (Tramway Building)**

ORIGIN

Application by David F. Garrett Architects.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Part VIII, Planning and Development.

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for a two-storey addition and interior renovation at 1598 Barrington Street, Halifax, as shown in Attachment A;
2. Approve the proposed variances to the Land Use By-law requirements, as shown in Attachments A and B for the streetwall setbacks and maximum height; and
3. Accept the findings of the qualitative wind impact assessment, as contained in Attachment B.

BACKGROUND

An application has been received from David F. Garrett Architect for substantive site plan approval to enable the development of a two-storey roof-top addition to an existing building, known as the Tramway Building, located at 1598 Barrington Street, Halifax (Map 1, Attachment A). The property is in the Downtown Halifax plan area and has DH-1 zoning. Additionally, the property is within Precinct 5, the Barrington Street Conservation District, however the property is not a municipally registered heritage property.

The current proposal is to construct a two-storey residential addition, in addition to completing an interior renovation from office space to residential on floors two through five. The ground floor of the building is proposed to remain commercial. The two additional floors above the five-storey roofline require a Substantive Site Plan Approval. To allow the two-storey addition, the Design Review Committee (DRC) must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB).

This report addresses relevant guidelines of the Design Manual to assist the Committee in their decision.

Subject Site	1598 Barrington Street, Halifax
Location	Southwest corner of Barrington and Sackville Streets
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Lot Size	284 square metres (3,060 square feet)
Site Conditions	Sloping down to the east along Sackville Street
Current Land Use(s)	Existing commercial/office building
Surrounding Land Use(s)	A mixture of commercial, institutional, and residential land uses, including: <ul style="list-style-type: none">• Neptune Theatre/ Khyber Building to the north;• Retail, entertainment and restaurant uses to the west, along Argyle Street;• Retail, restaurant and residential uses to the south; and• Mixed commercial uses across Barrington Street to the east.

Project Description

The proposal is to construct a two-storey addition above the existing roofline and convert the building to residential with commercial uses at the ground floor. The details of the proposal are as follows (refer to Attachments A and B):

- Existing ground level commercial to remain with entrances off Barrington Street;
- A total of 35 residential units on seven floors above the ground-level;
- One new secondary residential entrance located on Barrington Street with the primary residential entrance utilizing the former office entry on Sackville Street;
- Partial restoration of the existing façade, including repairing the concrete surfaces and ground level rustication, reinstating the column turrets at the 5th floor, and the installation of new windows and doors;
- New sixth and seventh floor addition, designed to be distinguished from and deferential to the existing façade;
- A residential landscaped rooftop terrace and private balcony for the two bedroom unit on the 6th floor; and
- Bicycle parking facilities as per requirements of the Land Use By-law (LUB).

Information about the approach to the design of the building has been provided by the project's architect (Attachment B).

Regulatory Context - Municipal Planning Documents

Listed below are the relevant regulatory sections from the Downtown Halifax Secondary Municipal Planning Strategy (DHSMPs) and the Downtown Halifax LUB:

- Zone: DH-1 (Downtown Halifax)
- Precinct: Barrington Street Heritage Conservation District (Precinct No. 5). The site is not a registered heritage property.
- Maximum Building Height: The maximum permitted post-bonus building height is 22 metres (72 feet).
- Viewplane: The site is not encumbered by Viewplane #6.
- Streetwall Setback: The required setback is between 0 and 1.5 metres, which the existing façade meets.
- Streetwall Height: A maximum streetwall height of 15.5 metres along Barrington and Sackville Street is stipulated. The existing streetwall exceeds this height by approximately 6.13 feet (1.87 metres) on Barrington Street and by approximately 3.1 feet (0.95 metres) on Sackville Street. As this is existing it is considered legally non-conforming.
- Ground Floor Height ("Land Uses at Grade"): The ground floor of the building is to have a floor-to-floor height of no less than 4.5 metres (14.8 feet) as per the Land Use By-law. The existing ground floor height on both Barrington and Sackville Street are less than 4.5 metres (14.8 feet). As this is existing, it is considered legally non-conforming.
- Civic Character: The site is identified as a Prominent Civic Frontage on Map 1 in the Design Manual. The design manual states that the design of these buildings should provide distinctive massing articulation and architectural features to reinforce their visual prominence.
- Pedestrian-Oriented Commercial Street: The Barrington Street frontage is identified as a pedestrian-oriented commercial street on Map 3 of the LUB. The LUB requires pedestrian-oriented commercial or cultural uses on the ground-floor of buildings.

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 Land Use By-law (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 (DRC) as follows:

Role of the Development Officer

In accordance with the Substantive Site Plan Approval process, as set out in the Downtown Halifax LUB, the Development Officer is responsible for determining if a proposal meets the land use and built form requirements contained in the LUB. The Development Officer has reviewed the application and determined that the proposal meets the requirements of the LUB with the follows exceptions:

- Minimum Streetwall Stepback; and
- Maximum Height.

Role of the Design Review Committee

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 project is in keeping with the guidelines contained within the Design Manual (Attachment C);
2. Consider the variance requests that have been made pursuant to the variance criteria in the Design Manual (Attachment B); and
3. 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 meters. 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.

Role of the Heritage Officer

The LUB requires that any development within the Barrington Street Heritage Conservation District shall be subject to the requirements of HRM By-law H-500, a by-law respecting the Establishment of a Heritage Conservation District on Barrington Street. The by-law requires that additions and exterior alterations to the façade of buildings in the District obtain a Certificate of Appropriateness. The Heritage Officer certifies that a proposed development conforms with the requirements of the by-law, and issues a Certificate accordingly. The approval or denial of the Certificate of Appropriateness may be appealed to the Nova Scotia Utility and Review Board pursuant to the Heritage Property Act. An application for a Certificate of Appropriateness is made directly to the Heritage Officer, and this process occurs concurrently with, but separate from, the substantive Site Plan approval process.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site plan approvals. The level of engagement was information sharing, achieved through the developer's website, public kiosks at HRM Customer Service Centres, and a Public Open House held on September 26, 2018.

DISCUSSION

Design Manual Guidelines

As noted above, the Design Manual contains a variety of building design conditions that are to be met in the development of new buildings and modifications to existing buildings as follows:

- Section 2.5 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct 5; and
- Section 3.6 of the Design Manual specifies conditions by which variances to certain Land Use By-law requirements may be considered.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment C. The table indicates staff's analysis and advice as to whether the project complies with the guidelines. In addition, it identifies circumstances where there are different possible interpretations of how the project relates to a guideline, where additional explanation is warranted, or where the Design Review Committee will need to give attention in their assessment of conformance to the Design Manual. Staff have undertaken a detailed review of the proposal, and have identified the following items as discussion items that require further consideration by the Design Review Committee as follows:

Retail Uses (3.1.1 b and 3.2.3 a)

The Design Manual calls for "*retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation*". In this case, the existing façade is unique and retention of this desired feature makes it impossible to achieve such a level of transparency. Transparency at grade will be maximized through the use of glass in the entrance doors and existing street level windows. Staff advise that this meets the intent of the Design Manual.

Canopies and Awnings (2.5 l, 3.1.1 d, 3.2.3 b and 3.3.3 b)

The Design Manual encourages canopies and awnings over the sidewalks abutting the project as a means of providing weather protection for pedestrians. While the Manual suggests that canopies and awnings are mandatory on pedestrian-oriented streets, it may be impractical and inappropriate to include them in this instance. Archival photographs show that awnings and canopies were never part of the original design. Instead, the commercial entryways were recessed off the streetline which provides protection to pedestrians entering/exiting the building. Canopies or awnings in this and other locations on the facade could serve to mask the appeal of the architectural features. Also, not requiring canopies on this façade would be in keeping with adjacent facades on the same side of the street. The presence of the recessed entrances on the front facade meets the intent of the Design Manual for weather protection purposes.

VariANCES

The applicant is requesting three variances to the quantitative requirements of the Downtown Halifax LUB: the maximum height requirement and the minimum streetwall setback requirement for both the Barrington and Sackville streetwalls. The applicant has outlined each of the variance requests on the plans (Attachment A) and has provided a rationale pursuant to the Design Manual criteria (Attachment B). The staff review of each variance request is provided in this section as outlined below.

Variance 1 and 3: Streetwall Setback

Section 9(7) of the LUB states that above the prescribed height of a streetwall, buildings are to be stepped back a minimum of 3.0 metres where the overall height is no greater than 33.5 metres. This requirement is not met on both the Sackville Street streetwall and Barrington Street streetwall.

Section 3.6.5 of the Design Manual allows for a variance to the upper storey streetwall setback subject to meeting certain conditions as outlined in Attachment C. Of the potential conditions for a variance, this application is being considered under the following provisions:

- 3.6.5 *a. the upper storey streetwall setback is consistent with the objectives and guidelines of the design manual; and*
- b. the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.*

The requested variance is for the two-storey addition above both the Sackville and Barrington streetwalls. A setback of 0.5 metres (1.75 feet) is requested above the Sackville streetwall and a setback of 2.13 metres (7 feet) is requested above the Barrington streetwall. The required setback cannot be achieved for two reasons; the first is because of the narrow width of the building, which is approximately 40 feet and has 100% lot coverage. This limited width, combined with interior circulation requirements, leaves little space for residential development, which is used to help finance the restoration of the building. The second reason is the structural system of the building. The required setback cannot be achieved above the Sackville streetwall because the structural system requires all loads to be transferred across the width of the building to the north and south bearing walls.

The applicant has stated that there is no capacity in the existing transfer beams on 2nd level to accommodate the weight of the proposed addition. The solution developed by the project engineers is to transfer the weight of the addition to the exterior bearing walls by connecting the north and south columns of the addition to the interior side of the existing concrete columns on the north and south elevation. This column connection will only allow a setback of approximately 0.6 m (2ft) from the north elevation (Sackville streetwall) of the existing columns. The Barrington streetwall variance is required to maintain the modular relationship with the bay spacing of the columns on the Sackville St. façade.

Staff recommend this variance request be supported as it is consistent with the objectives and guidelines of the Design Manual. The proportionate scale and height of the addition, coupled with the proposed setback, will clearly define the addition as visually subordinate to the main building. In addition, the positive benefit resulting from the modification is a more interesting and articulated façade that better relates to the

context of the area. Lastly, as per clause (b) above, the addition is resulting in an improved heritage preservation and the adaptive reuse of existing infrastructure.

Variance 2: Maximum Height – Railings and Existing Elevator Enclosure

Section 8(10) of the LUB stipulates that rooftop features be setback no less than 3 metres from the outer most edge of the roof. In this case, the existing elevator enclosure will have no setback from the western roofline. Further, a glass guardrail measuring approximately 1 metre in height is proposed along the roof edge of the rooftop terrace.

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

- 3.6.8
- a. *the maximum height is consistent with the objectives and guidelines of the design manual; and*
 - b. *the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;*
 - e. *where the additional height is shown to enable the adaptive re-use of heritage buildings.*

The proposed variances are largely due to the limited size of the building footprint and that this a rehabilitation of an existing building. The elevator hoist way is existing and it is proposed to be extended up through the addition to serve the two additional levels. The elevator overrun is to be located at the west side of the rooftop, interior to the site, with minimal visibility from the street. The proposed railing is glass, thereby limiting the visual effect from the street while also providing a required safety feature by the Building Code for users of the rooftop terrace. As such, the variance request is considered by staff to be consistent with the objectives and guidelines of the design manual as it allows for the adaptive re-use of an important building in a heritage conservation district. Staff recommends this variance be approved.

Wind Assessment

A Qualitative Wind Impact Assessment was prepared by the applicant for the project and is included in Attachment B. The need for the assessment results from the additional height of the top two floors. Its purpose is to determine whether the site and its surroundings will be safe and comfortable for pedestrians once the new building is constructed. The assessment submitted for this proposal anticipates that the development will result in no change in comfort levels for persons sitting, standing, or walking at the sidewalk level. Therefore, no specific design treatments to mitigate wind impacts are necessary.

Conclusion

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

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2018/19 operating budget for C310 Urban & Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report.

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES

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

ATTACHMENTS

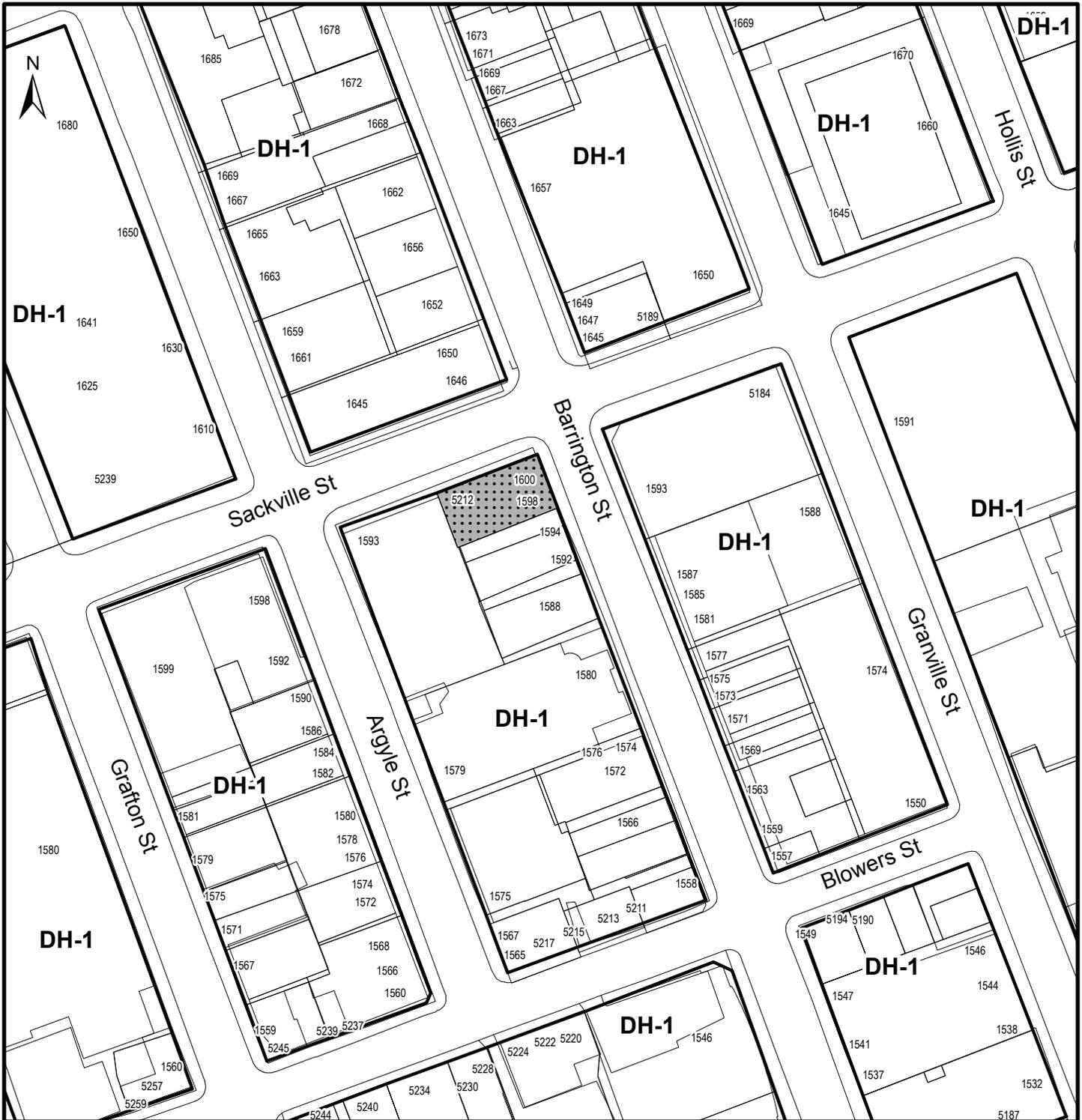
Map 1	Location and Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Design Rationale, Variance Request, and Qualitative Wind Impact Statement
Attachment C	Design Manual Checklist

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Dean MacDougall, Planner II, 902.490.4193

ORIGINAL SIGNED

Report Approved by: _____
Steve Higgins, Manager of Current Planning, 902.490.4800



Map 1 - Zoning
 1598 Barrington Street
 Halifax

HALIFAX

 Subject Property

Zone
 DH-1 Downtown Halifax

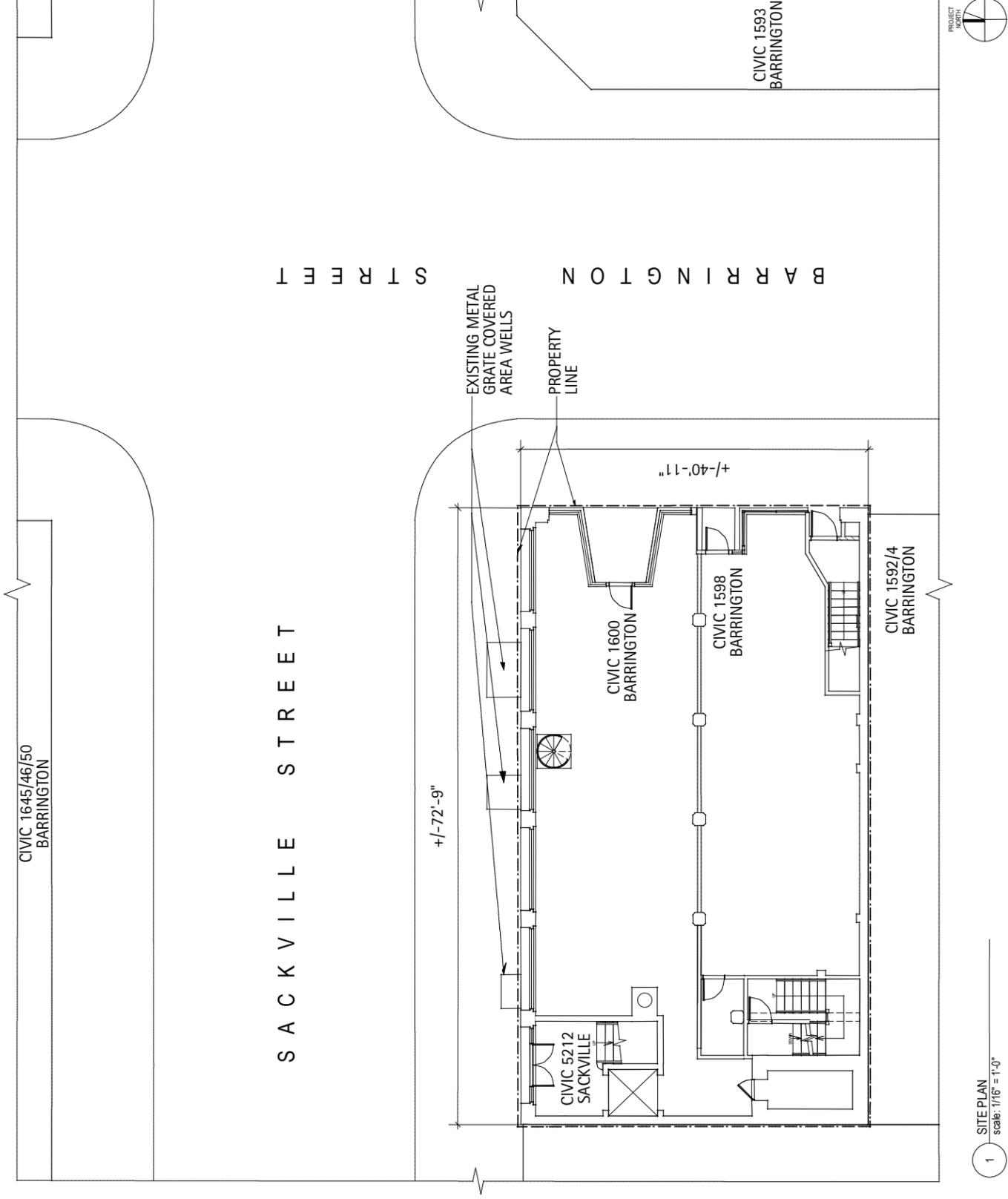


Downtown Halifax
 Land Use By-Law Area

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



1 SITE PLAN
Scale: 1/16" = 1'-0"

DRAWING LIST	RESIDENTIAL UNITS
ARCHITECTURAL	23 STUDIO
A1.0 SITE PLAN	12 2 BED
A2.0 BASEMENT LEVEL	35 TOTAL
A2.1 BARRINGTON LEVEL	
A2.2 SECOND LEVEL (EXISTING)	
A2.3 THIRD LEVEL (EXISTING)	
A2.4 FOURTH LEVEL (EXISTING)	
A2.5 FIFTH LEVEL (EXISTING)	
A2.6 SIXTH LEVEL (NEW)	
A2.7 SEVENTH LEVEL (NEW)	
A2.8 ROOF LEVEL (NEW)	
A3.0 EAST ELEVATION	
A3.1 NORTH ELEVATION	
A-SK 1.0 VARIANCE PLAN	
STRUCTURAL	
MECHANICAL	
ELECTRICAL	
CIVIL	
C1.0 SITE SERVICES PLAN	

Tramway Building Renovation & Addition

A Mixed-use Residential & Commercial Restoration & Addition
5212 Sackville Street, Halifax, NS

OWNER
Ruby LLP, Steve Caryi
P.O. Box 1011, CRO Halifax, B3J 2X1

ARCHITECT
David F. Garrett • Architects
St. Paul's Building, 5th Floor, 1684 Barrington Street, Halifax, NS B3J 2A2
Email: garrett.arch@sympatico.ca ph: (902) 425-0182 fax: (902) 420-0180

STRUCTURAL ENGINEER
BMR Structural Engineering
5413 Doyle Street, Halifax, Nova Scotia, B3J 1H9
tel. 902.429.3321, fax: 902.422.8650

MECHANICAL & ELECTRICAL ENGINEER
Beaini Engineering Ltd.
3 Smith Road, Bedford, Nova Scotia, B4B 1B5
tel. 902.830.3392

CIVIL ENGINEER
Jeff Pinhey, Able Engineering Inc.
Halifax, Nova Scotia
Email: pinhey@gmail.com ph. (902) 221-2368

ARCHITECTURAL
David F. Garrett • Architects
St. Paul's Building
1684 Barrington Street, 5th Floor
Halifax, Nova Scotia B3J 2A2
E-mail: garrett.arch@ns.sympatico.ca
Web: www.dfsympatico.ca/garrett.arch
ph: (902) 425-0182
fax: (902) 420-0180

CONSULTANTS
Structural:
BMR STRUCTURAL ENGINEERING
902-429-3321
Mechanical:
BEAINI ENGINEERING
902-830-3392
Electrical:
BEAINI ENGINEERING
902-830-3392

CLIENT
RUBY LLP
1533 BARRINGTON Street
Halifax, Nova Scotia
PROJECT TITLE
TRAMWAY RENOVATION & ADDITION
5212 Sackville Street
Halifax, Nova Scotia

SHEET TITLE
SITE PLAN
SCALE
AS NOTED
PROJECT NUMBER
PROJECT NUMBER
DRAWN BY
drg
CHECKED BY
dfg

DATE ISSUED
JAN. 21, 2019
ISSUED FOR
SITE PLAN APPROVAL
DRAWING NUMBER
A1.0
REVISED

**PRELIMINARY
50% REDUCTION**

50% REDUCTION
PRELIMINARY



ARCHITECTURAL
David F. Garrett • Architects
St. Paul's Building
1684 Barrington Street, 5th Floor
Halifax, Nova Scotia B3J 2A2
E-mail: garrettarch@ms.sympatico.ca
Web: www.dfsynspatico.ca/garrettarch
ph: (902) 426-0162
fax: (902) 426-0160

CLIENT
RUBY LLP
1533 BARRINGTON Street
Halifax, Nova Scotia

CONTRACTOR
BMR STRUCTURAL ENGINEERING
902-429-3321
Mechanical:
PETER BEANI ENGINEERING
902-830-3392
Electrical:
PETER BEANI ENGINEERING
902-830-3382

PROJECT TITLE
TRAMWAY BUILDING RENOVATIONS
5212 Sackville Street
Halifax, Nova Scotia

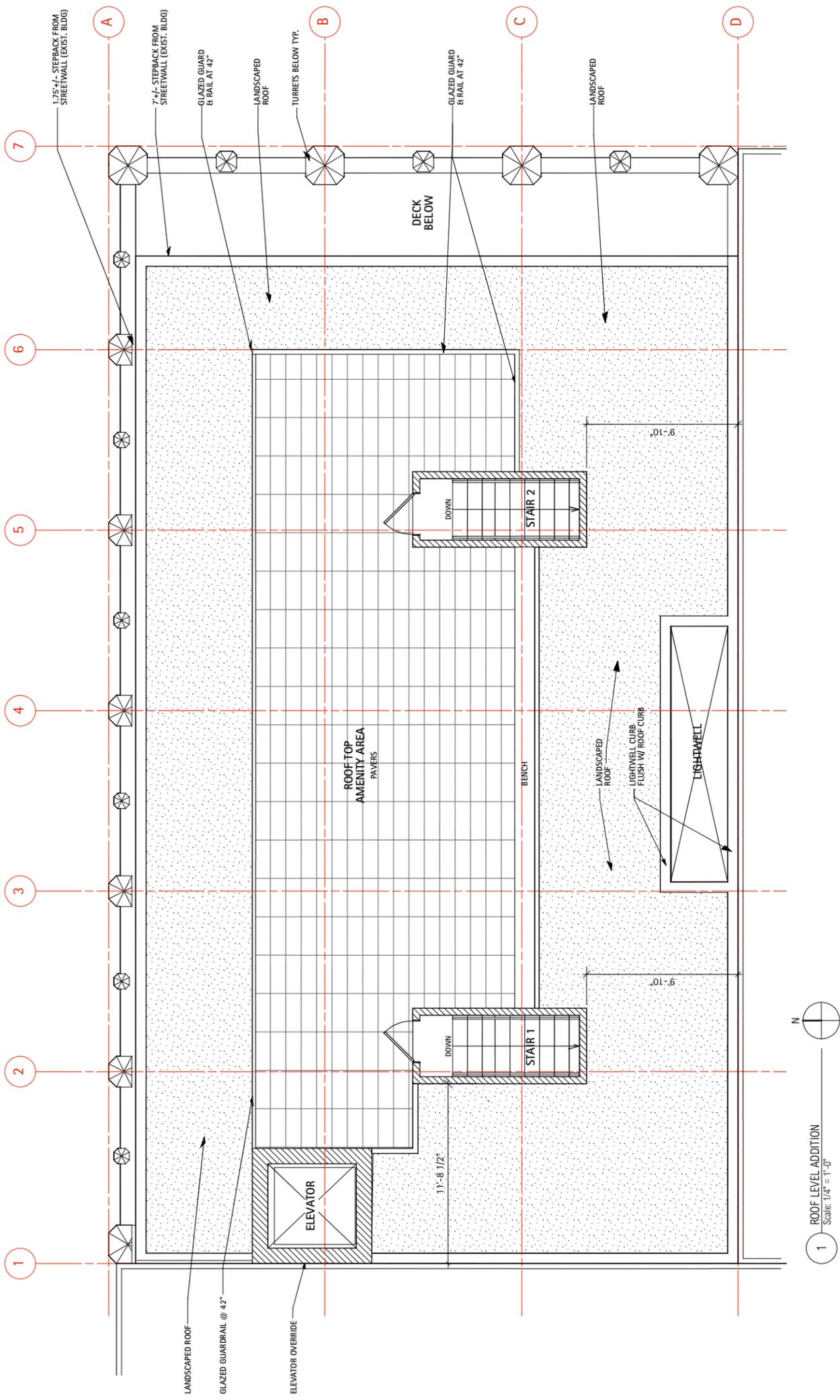
SHEET TITLE
**ROOF LEVEL
(ADDITION)**

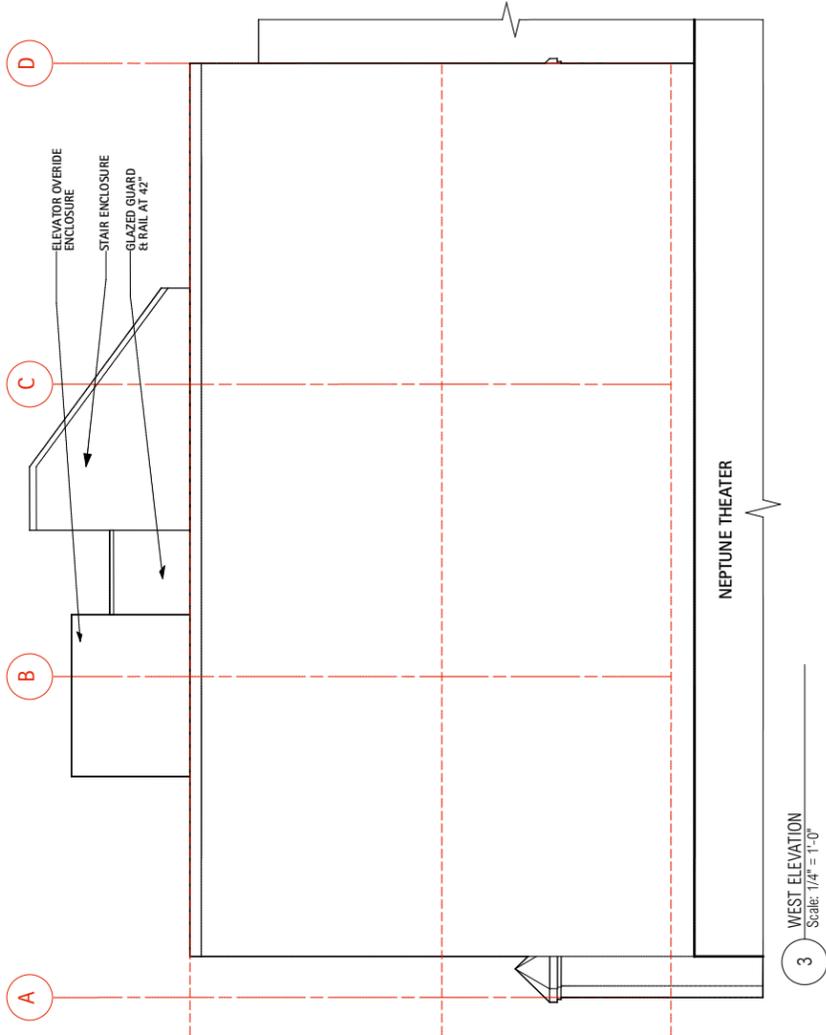
PROJECT NUMBER

SCALE

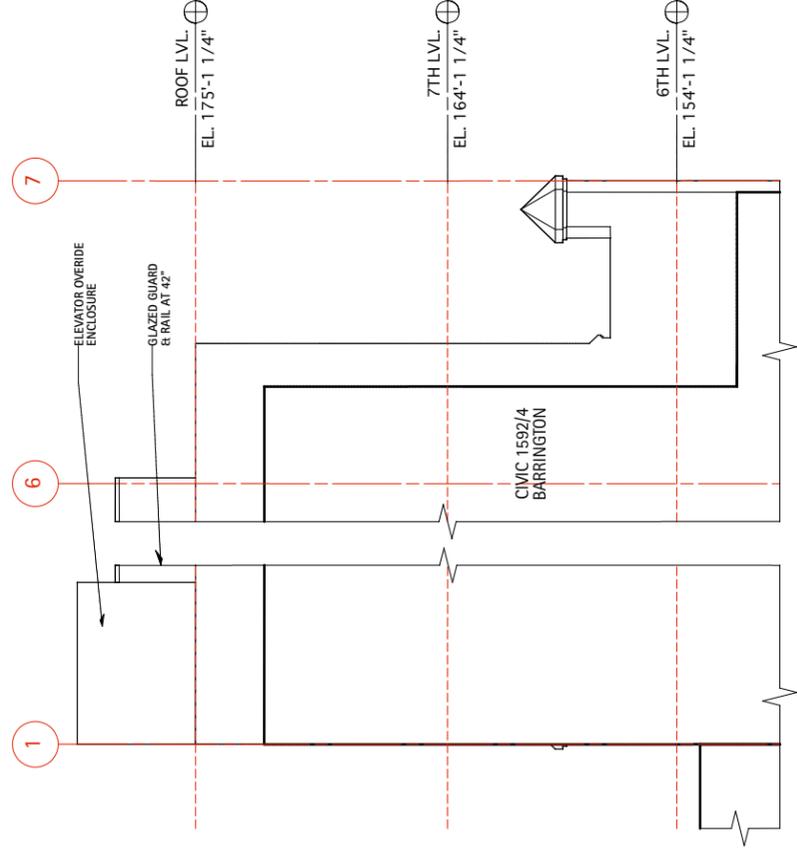
DRAWN BY
daq
CHECKED BY
dfg
DATE
JAN. 21, 2019
DPP
PERMIT
DRAWING NUMBER

A2.8

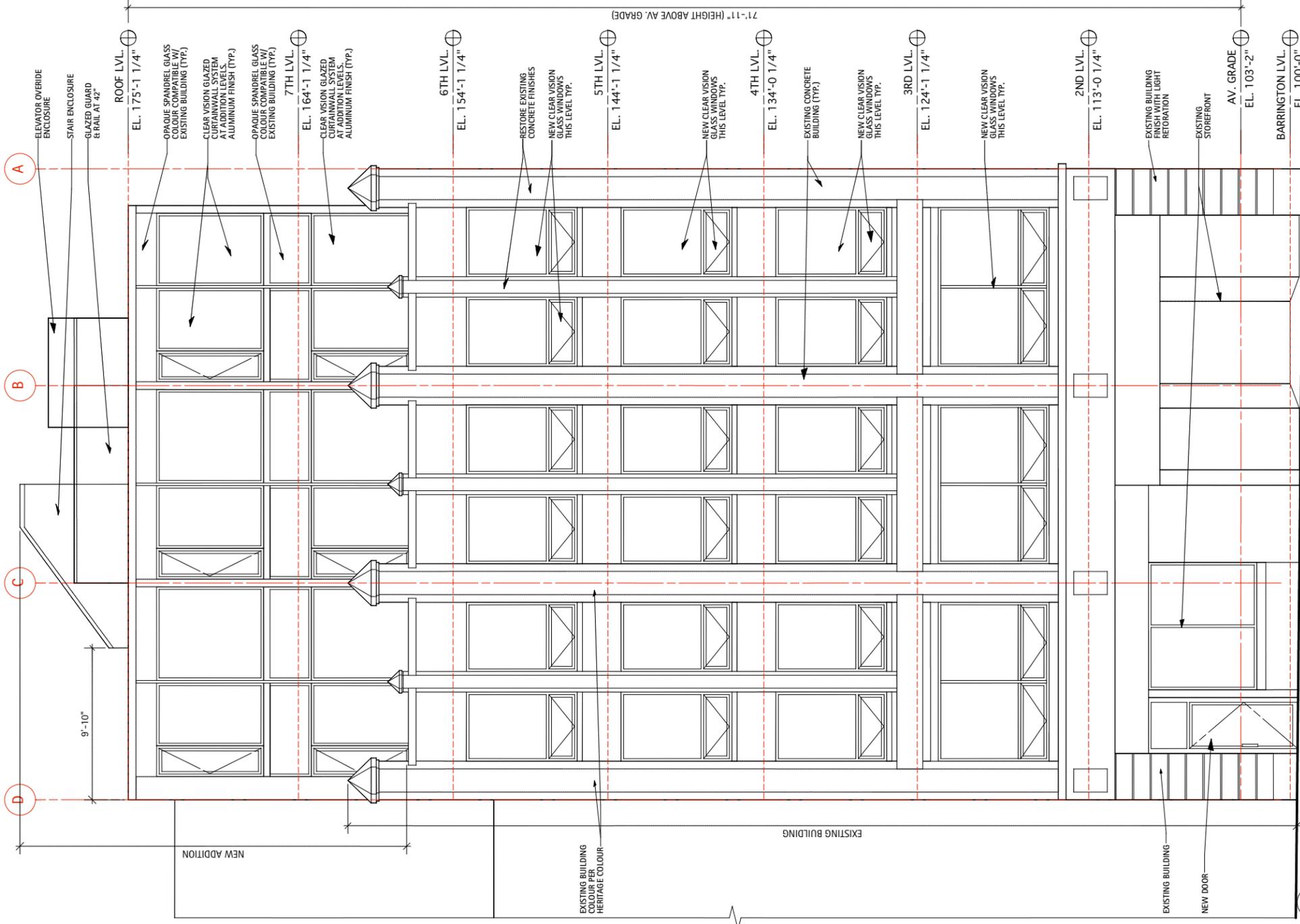




3 WEST ELEVATION
Scale: 1/4" = 1'-0"



2 SOUTH ELEVATION
Scale: 1/4" = 1'-0"



1 EAST ELEVATION
Scale: 1/4" = 1'-0"

50% REDUCTION
PRELIMINARY



ARCHITECTURAL
David F. Garrett • Architects
St. Paul's Building
1684 Barrington Street, 5th Floor
Halifax, Nova Scotia B3J 2A2
E-mail: garrettarch@nssympatiro.ca
Web: www.nssympatiro.ca/garrettarch
ph: (902) 426-0162
fax: (902) 420-0160

CLIENT
RUBY LLP
1533 BARRINGTON Street
Halifax, Nova Scotia

CONSULTANT
BMR STRUCTURAL ENGINEERING
902-429-3321
Mechanical:
PETER BEANI ENGINEERING
902-830-3392
Electrical:
PETER BEANI ENGINEERING
902-830-3382

PROJECT TITLE
TRAMWAY BUILDING RENOVATIONS
5212 Sackville Street
Halifax, Nova Scotia

SHEET TITLE	EAST ELEVATION
PROJECT NUMBER	
SCALE	
DRAWN BY	checked BY
DATE	FOR
JAN. 21, 2019	PERMIT
DRAWING NUMBER	

A3.0

50% REDUCTION
PRELIMINARY



ARCHITECTURAL
David F. Garrett • Architects
St. Paul's Building
1684 Barrington Street, 5th Floor
Halifax, Nova Scotia B3J 2A2
E-mail: garrettarch@ms.sympatico.ca
Web: www.dfsynsypaitecca/garrettarch
ph: (902) 426-0162
fax: (902) 420-0160

CLIENT
RUBY LLP
1533 BARRINGTON Street
Halifax, Nova Scotia

ENGINEER
BMR STRUCTURAL ENGINEERING
902-429-3321
Mechanical:
PETER BEANI ENGINEERING
902-830-3392
Electrical:
PETER BEANI ENGINEERING
902-830-3382

PROJECT TITLE
TRAMWAY BUILDING RENOVATIONS
5212 Sackville Street
Halifax, Nova Scotia

SHEET TITLE
NORTH ELEVATION

PROJECT NUMBER

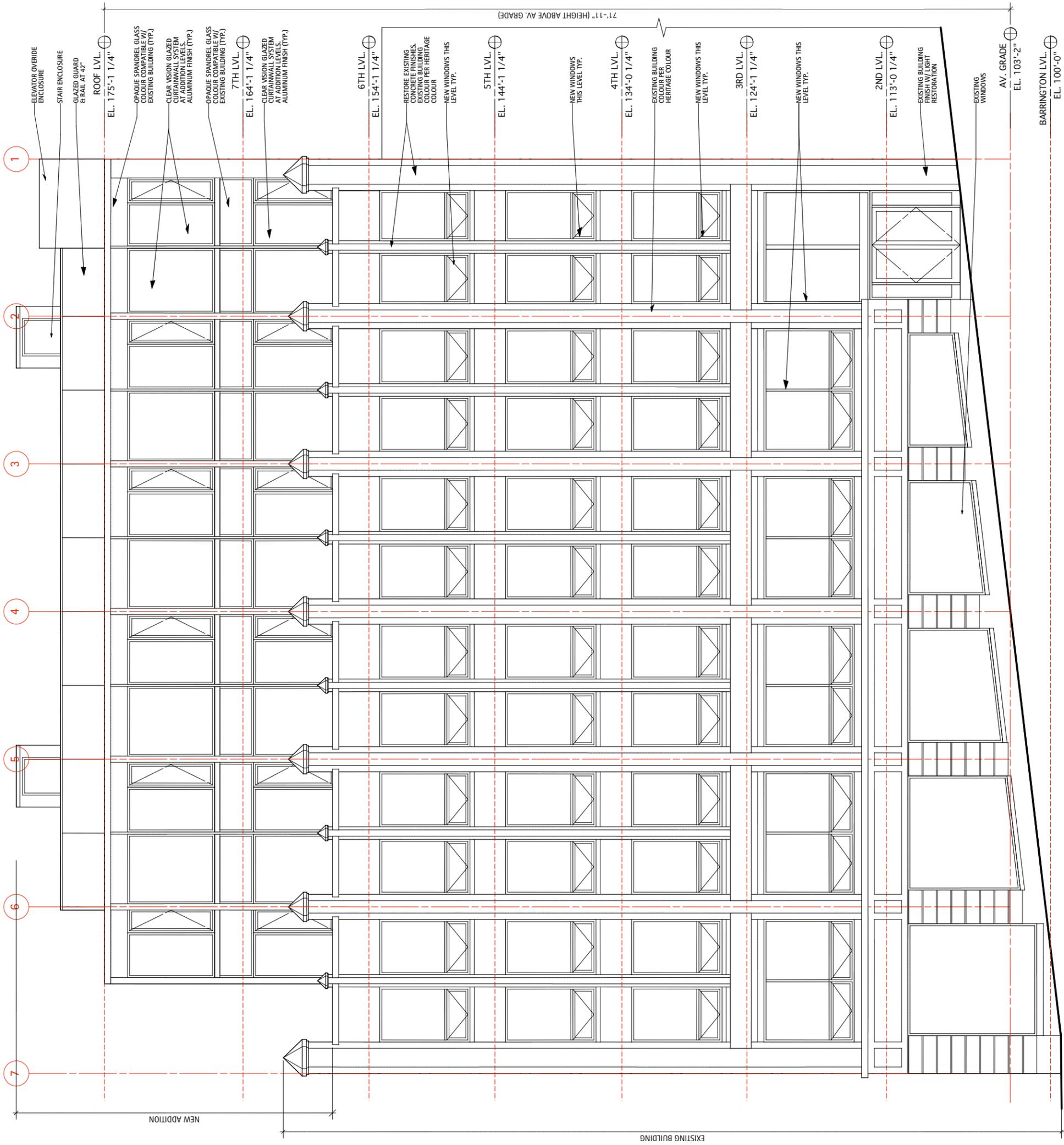
SCALE

DRAWN BY
dfg
CHECKED BY

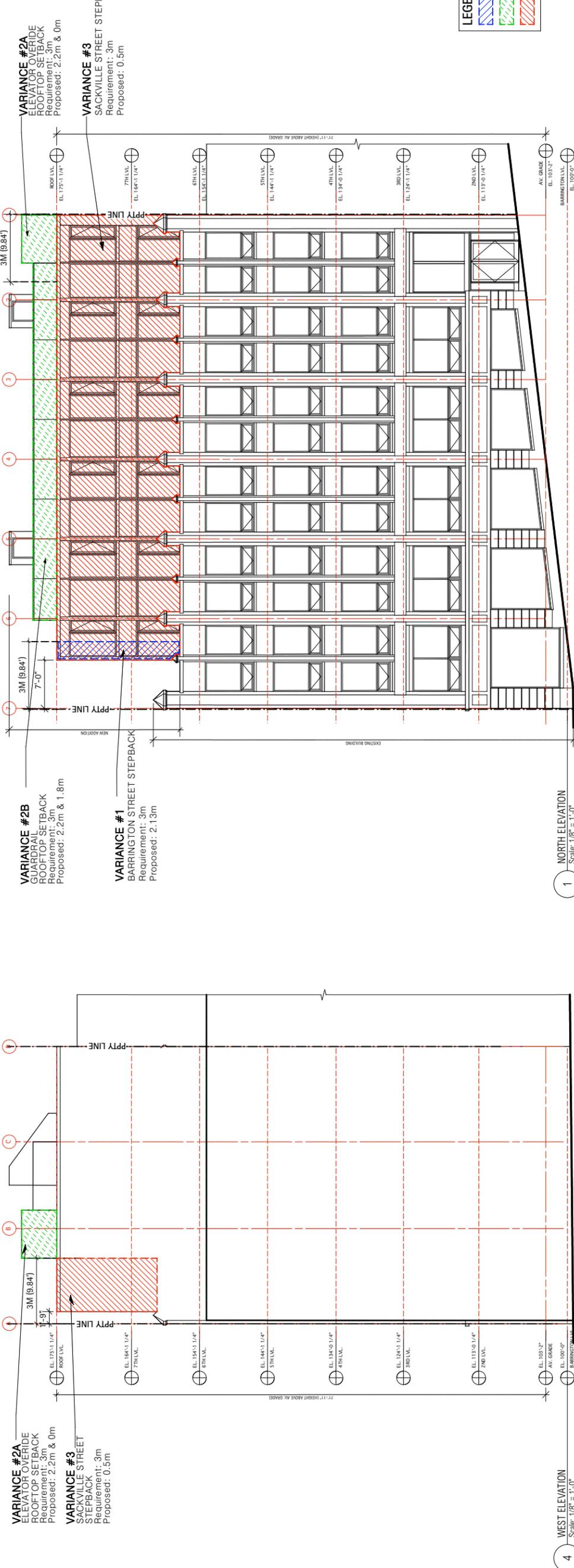
DATE
JAN. 21, 2019
FOR PERMIT

DRAWING NUMBER

A3.1



1 NORTH ELEVATION
Scale: 1/4" = 1'-0"



VARIANCE #2A
ELEVATOR OVERIDE
ROOFTOP SETBACK
Requirement: 3m
Proposed: 2.2m & 0m

VARIANCE #3
SACKVILLE STREET
STEPBACK
Requirement: 3m
Proposed: 0.5m

VARIANCE #2B
GUARDRAIL
ROOFTOP SETBACK
Requirement: 3m
Proposed: 2.2m & 1.8m

VARIANCE #1
BARRINGTON STREET
STEPBACK
Requirement: 3m
Proposed: 2.13m

VARIANCE #2A
ELEVATOR OVERIDE
ROOFTOP SETBACK
Requirement: 3m
Proposed: 2.2m & 0m

VARIANCE #3
SACKVILLE STREET
STEPBACK
Requirement: 3m
Proposed: 0.5m

LEGEND

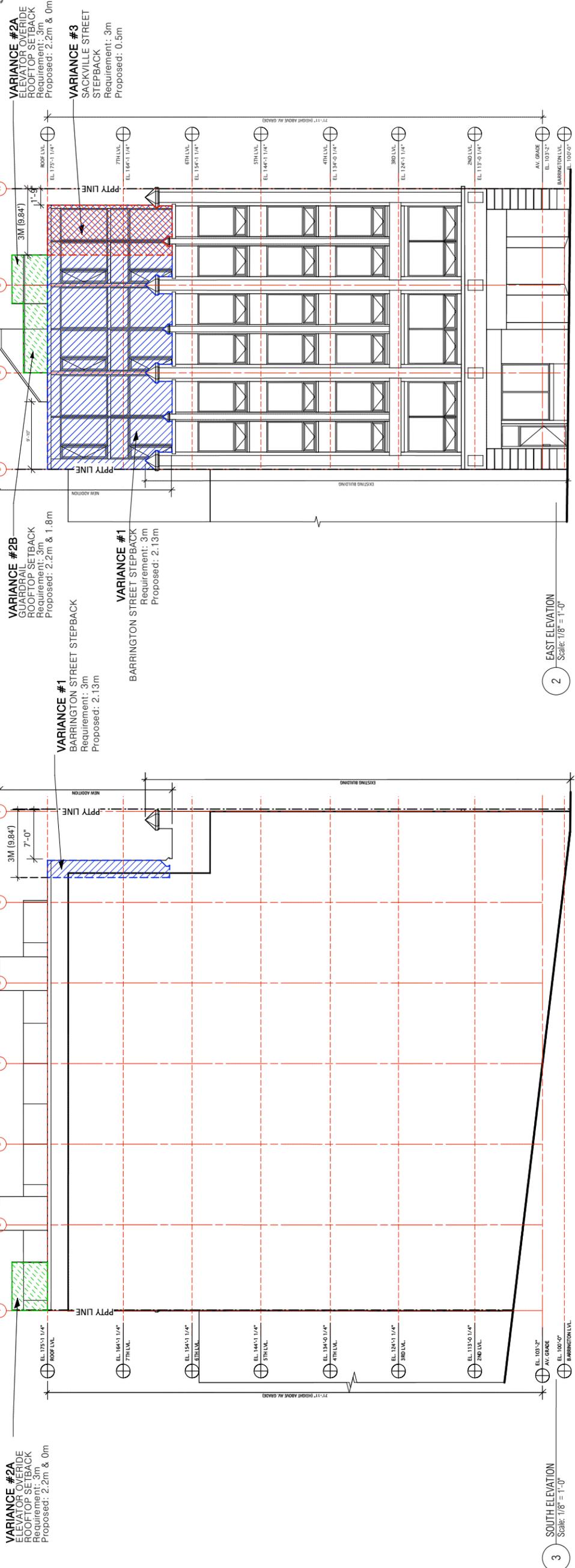
- VARIANCE #1
- VARIANCE #2(A-B&C)
- VARIANCE #3

**50% REDUCTION
PRELIMINARY**

4 WEST ELEVATION
Scale: 1/8" = 1'-0"

1 NORTH ELEVATION
Scale: 1/8" = 1'-0"

3 SOUTH ELEVATION
Scale: 1/8" = 1'-0"



VARIANCE #2A
ELEVATOR OVERIDE
ROOFTOP SETBACK
Requirement: 3m
Proposed: 2.2m & 0m

VARIANCE #3
SACKVILLE STREET
STEPBACK
Requirement: 3m
Proposed: 0.5m

VARIANCE #2B
GUARDRAIL
ROOFTOP SETBACK
Requirement: 3m
Proposed: 2.2m & 1.8m

VARIANCE #1
BARRINGTON STREET
STEPBACK
Requirement: 3m
Proposed: 2.13m

VARIANCE #2A
ELEVATOR OVERIDE
ROOFTOP SETBACK
Requirement: 3m
Proposed: 2.2m & 0m

VARIANCE #3
SACKVILLE STREET
STEPBACK
Requirement: 3m
Proposed: 0.5m

ARCHITECTURAL
David F. Garrett • Architects
St. Paul's Building
1684 Barrington Street, 5th Floor
Halifax, Nova Scotia B3J 2A2
E-mail: garrettdarc@ms.sympatico.ca
ph: (902) 425-0162
web: www.dfsympatico.ca/garrettdarc
fax: (902) 420-0160

CLIENT
RUBY LLP
1533 BARRINGTON Street
Halifax, Nova Scotia

CONSULTANTS:
Structural: BMR STRUCTURAL ENGINEERING
902-429-3321
Mechanical: PETER BEANI ENGINEERING
902-830-3392
Electrical: PETER BEANI ENGINEERING
902-830-3392

PROJECT TITLE
TRAMWAY BUILDING RENOVATIONS
5212 Sackville Street
Halifax, Nova Scotia

SHEET TITLE
VARIANCE PLAN

PROJECT NUMBER

SCALE

DRAWN BY
dfg

CHECKED BY

DATE
JAN. 21, 2019

DATE OF SITE PLAN APPROVAL

DRAWING NUMBER

Attachment B: Design Rationale, Variance Requests, and Qualitative Wind Impact Statement

TRAMWAY BUILDING
Remodeling and Addition
1598 Barrington Street, Halifax

Developer/Owner: Ruby LLP/ Steve Caryi
Architect: David F. Garrett Architects
January 21, 2019

DESIGN RATIONALE /Revision 3 Site Plan Approval Application

1. PROJECT DESCRIPTION:

Existing Building:

The existing building was built in 1916 for the Halifax Electric Tramway Company, which operated the Halifax tramway system from this building. The architect was Andrew Cobb, one of the regions most well known architects. Cobb had his office for many years in this building. The building was characterized in the Downtown Barrington Catalogue of Buildings as modern neo-gothic in style. It is within the Barrington Street Heritage Conservation District but is not itself a registered heritage building.

The building structural system is constructed entirely of reinforced concrete, the first of its type on Barrington Street. The exterior was covered with a cement parging, which in many areas, particularly the Barrington St. elevation, separated from the substructure and has been removed. Large areas of parging on the Sackville elevation are also in need of removal. The original drawings for the building show rusticated detailing on the ground level of the façade, but this is now covered with an unsympathetic brick masonry veneer. The tops of the exterior columns on the Barrington and Sackville elevations originally had large and small turrets at the top of the exterior concrete columns. These became extremely deteriorated and were fully removed on the Barrington St. facade. Those on the Sackville facade will also need to be removed.

The reinforced concrete structural frame of the building is unusual in that it switches from a three-bay system on the upper levels to a two bay system on the ground level and basement, thus allowing both central east-west

interior corridors on the upper levels and equal, unobstructed retail spaces on the main level. The considerable weight of the upper level columns is transferred by large reinforced concrete transfer beams to a line of central columns and the north and south exterior walls, forming two equal width retail spaces facing Barrington St.

Historically, the interior of the building has been retail uses on the ground level and office uses above. The basement includes mechanical, electrical, and storage spaces. Few significant improvements to the exterior or interior of the building have been made during its over 100-year lifespan. The building was purchase by the current owner from the previous and long-term owner in 2017.

Proposed Building:

This project proposes the limited exterior restoration of the original concrete surfaces and details including the column turrets which are discussed further below. All upper level windows will be replaced. An exploration of the feasibility of the removal of the ground level masonry veneer and replacement of the original rustication will be made.

On the interior of the building, the existing ground level retail uses will be maintained, although the south retail space and the Barrington St façade will need to be slightly reconfigured to allow a required second exit from the upper levels to exit the building at grade on Barrington St. The upper levels will be converted to residential uses and the interiors completely renovated. The units will be small but will conform to Downtown LUB requirements regarding unit type mix. The main entrance to the residential upper levels of the building will remain on Sackville St. at the location of the current entrance adjacent to the Neptune Theatre. Bicycle storage will be added to the basement.

Addition:

A two-level rooftop addition is proposed for the building. This addition is required to help offset the required considerable expense of the renovation of the interior of the building and the limited restoration of the exterior. The roof of the addition will be under the maximum allowable 22m/72ft height above average grade allowed on Barrington St. by the Downtown LUB. The building is not under a View Plane. The proportions and lines of the existing building will be carried over onto the addition, but the materials will change. The colours of the new materials will be compatible with the old. The

addition will be clearly distinguishable from the existing building, as required by the LUB. The Barrington and Sackville facades of the addition will stepback from the existing facades, but the amount of stepback is requested to be reduced from the required distance thru variance, as is allowed by the LUB. This will be described in more detail below under Variances.

The roof will include an amenity area, a combination of landscaped areas and pavers, and green roofing. As allowed by the LUB, roof access, guardrails, service structure, and an elevator penthouse will extend above the 22m/72ft height limit. These areas of additional height are all setback from the street facades of the existing building by the required 3M/9.84' or more.

Section 8(8) in the Built Form Requirements of the LUB allows appurtenances such as elevator penthouse, roof access structures, etc. to extend into the maximum allowable height of 22m/72ft as long as it is less than 30% of the total area of the roof. The proposal includes appurtenances of this nature forming a total of less than 20% of the upper roof level, well below the allowable limit of 30%.

The rooftop guardrail on the Barrington and Sackville sides will be made of translucent glass, setback from the walls of the addition and 9.84ft or more from the facades of the existing building.

The Downtown Design Manual in Section 4.2 Guidelines for Infill addresses massing questions for infill projects, which the proposed project is, saying "new development needs to reinforce and be consistent with the prevailing character of the heritage resources as a group." In the case of the proposed addition, the mass and prevailing character of the adjacent buildings in the BSHCD immediately to the south at 1592 Barrington St. and across the street to the north at 1646 Barrington St are mid-rise modern buildings, some with lower heritage or heritage-style facades, compatible to the proposed building and addition.

General:

With the exception of the three conditions outlined below under Variances, all other aspects of the project including Land Use Requirements, Built Form Requirements, Signs, etc will be met according to Downtown LUB requirements.

2. VARIANCES:

VARIANCE #1: Barrington Street Stepback:

The Downtown LUB requires a stepback of 3m/9.84ft. from the streetwall façade of the existing building to the wall of the rooftop addition. The project is requesting a stepback of 7ft from the Barrington St. streetwall, or a variance of 2.84ft in order to maintain the modular relationship with the bay spacing of the columns on the Sackville St. façade. The next modular column spacing is at 13.25ft from the front façade and would require the elimination of a required residential unit on each of the two floors of the addition, a unit loss the project could not absorb. Given that the addition is only two levels in height, extending approximately 15ft above the height of the existing building, the 7ft stepback on the Barrington St side will still clearly define the addition as subordinate in mass and appearance to the existing building, thus meeting the intent of the LUB.

VARIANCE#2: Rooftop Addition Setback Requirements:

A. Elevator Override

An existing elevator in the lobby of the upper level entrance to the building in the northwest corner of the building serves all floors of the existing building. In order to maintain this entrance, the elevator, and a terrazzo stair in this area of the building the existing elevator will need to be extended to serve the two levels of the addition along with a required elevator override. The elevator is located on the west wall of the building. The LUB does not allow appurtenances for elements such as elevator overrides within the 3M/ 9.84ft setback area of a roof. It is therefore requested that this requirement be waived through variance for the elevator override.

B. Amenity Area Guardrail Barrington Street Side:

The guardrail for the addition rooftop amenity area on the Barrington St side is required by the Downtown LUB to be setback 3m from the façade of the addition. In order to provide a more suitable resident amenity space on this narrow rooftop and in order to align with the bay spacing on the north side, it is requested that this setback be allowed to be reduced to 6.'

C. Amenity Area Guardrail Sackville Street Side:

The guardrail for the addition rooftop amenity area on the Sackville St side is also required by the Downtown LUB to be setback 3m from the façade of the addition. Again, in order to provide a more suitable resident amenity space on this narrow rooftop and in order to align with the north face of the elevator override tower, it is requested that this setback be allowed to be reduced to 7.5.'

VARIANCE#3: Sackville St. Stepback:

Because the Tramway Building is a corner building, the LUB requires a stepback on both the Barrington and Sackville St. streetwalls. However, there are two conditions of the existing building that make it virtually impossible to achieve the required setback on the Sackville St. side.

The first condition is the unusual existing structural system discussed above, which requires that all loads for the addition be transferred to the exterior walls on the north and south sides. BMR Engineering, the structural engineers for the project, has indicated that there is no capacity in the existing transfer beams in the ceiling of the main level for further load to be added to those beams from the 3-bay spacing interior columns on the upper levels. Consequently, loads in the addition must be transferred across the width of the building to the south bearing wall and north exterior wall columns. A detail was developed by the engineers to connect the north columns of the addition to the interior side of the existing exterior concrete columns on the north elevation. This column connection will only allow a stepback of approximately 2ft from the north face of the existing columns.

The second condition is the very small footprint of the existing building, in particular the narrow width of the building (approximately 40ft) in the north-south direction. This limited width, combined with interior circulation requirements for elevator, egress, interior circulation, etc. would leave little space for unit development on the two levels of the addition if a 9.84ft stepback is required.

Again, the project could not absorb the loss of these units. However, the stepback of approximately 2ft, combined with reconstructed, turrets at the top of the columns, and the clear difference in materials between the existing building and the addition, as well as the limited height of the addition, will clearly distinguish the existing building from the addition, thus

meeting the intent of the LUB. Note that the rear quarter of the larger turrets will need to be trimmed in order to allow the column connection.

3. IMPACT STATEMENTS

WIND IMPACT STATEMENT

1. Building and Site Information

The Tramway Building is of small footprint, approximately 40ft/w x 73ft/d, fully occupying the site located at the corner of Barrington and Sackville Streets. The proposed development includes an addition to the existing 5-story Tramway Building, a rooftop addition which will add approximately 15 ft to the approximately 57' average height of the existing building, bringing the remodeled building approximately 7' above the 20m/65ft threshold requiring a Wind Impact Statement. This addition will stepback approximately 6' on the Barrington St side and approximately 2' on the Sackville St side.

The wind impact assessment of the proposed Tramway development centers on the impact of this 2-story addition to the existing 5-storey building within a setting of very tall buildings, several of the most tall in Halifax.

Immediately to the south of the Tramway Building at 1592 Barrington Street is a new, recently completed 6-story commercial building, slightly lower than the proposed Tramway Building. To the west, approximately 2 stories lower than the proposed Tramway is Neptune Theatre. To the northwest about 120 feet away and approximately 150' higher than the proposed Tramway, is the south tower of the Nova Centre. Immediately to the north across Sackville Street is the 7-story Canada Permanent Trust Building, approximately the same height as the proposed Tramway. To the northeast about 100' away diagonally across Barrington Street is the recently completed 22-story The Roy, over 3-times higher than the proposed Tramway. Immediately across Barrington St is the currently under construction 16-storey Zellers Building, over twice as high as the proposed Tramway.

2. Meteorological Information

Meteorological data from Shearwater Airport in Dartmouth indicates a predominance of winds in the Halifax area during the summer months coming from the south and southwest. Strong winds, above 30km/hr, primarily come from the southwest quadrant. During the winter, the predominance of winds is from the west and northwest, with the strongest winds, more strong and frequent than summer winds, coming from the northwest quadrant, with occasional strong winds coming from the northeast quadrant.

3. Local Wind Effects

Clear predictions and modeling of wind effects in groupings of tall and very tall buildings is known to be extremely difficult among those who carefully study wind effects. Still, the following general observations can be made:

The immediate vicinity of the Tramway Building contains several very tall buildings to the southwest, northeast, and east, with buildings of approximately the same height to the north, south and west. Strong summer winds primarily come from the southwest quadrant. The buildings to the south and west will shield the Tramway Building from direct wind, however there will be a “wake” effect on the Barrington St and Sackville St facades of the building, the back sides of the building from the wind direction. Also, these winds are not the strongest of the year.

The strongest and most frequent winds, winter winds from the northwest and northeast east quadrants, will be shielded on the Tramway by the very tall buildings in those quadrants, although there will be what is understood to be “wake” and “corner” wind effects from these buildings on the Tramway Building. However, the Tramway, and in particular the Tramway addition, will neither significantly increase nor diminish the local effects of these winds.

The other type of wind effect occurring around the Tramway Building is the “channeling” or wind tunnel effect. This effect will be present on both Barrington and Sackville Streets, and is primarily caused by the tall and very tall buildings on both streets. Again, it must be noted that the 2-story addition to the existing tall Tramway Building will have marginal impact on this effect within this setting of tall buildings, many of which are multiple times its height.

4. Mitigation

The adverse effects from downwash, wake, corner, and channeling wind effects discussed above will each be mitigated by the stepbacks and turrets on the Barrington and Sackville facades of the Tramway Building.

The amenity area on the addition rooftop will be mitigated from southwest quadrant winds by the sloping roofs of the stair enclosures, the built-in bench, and the elevator override. Additional mitigation to the wake effect over the building from winds from the southwest quadrant will be provided by the amenity area guardrails.

Additional mitigation could be achieved by placing a canopy over the Sackville St residential level entrance, similar to the mitigation achieved by recessed entrances to the retail spaces on the Barrington St side. However, this canopy is not being proposed at this time, in part because of the heritage character of the building and in part the uncertain level of the problem with the lighter summer winds largely creating these effects.

5. Pedestrian Comfort

As discussed above, the only potentially significant anticipated wind effect caused by the Tramway addition is the wake effect from southwest quadrant summer winds washing over the building and down the street facades. However, because of the height of the building, the façade stepbacks, and height of the building, the sidewalk level should not be significantly effected, in large part because it will be in the “quiet” zone of the wake effect, and hence not a significant problem.

The amenity area on the addition rooftop will be partially protected from these southwest quadrant winds by benefit from the sloping roofs of the stair enclosures, the built-in bench, and the elevator override.

Similarly, pedestrian comfort on the adjacent rooftop amenity level to the south at 1592 Barrington St will not be adversely effected.

Pre-existing wind effects buildings in the vicinity such as wake, corner, and channeling effects are presumed to be acceptable. The 2-story addition to the existing building should not significantly negatively impact any of these effects. Therefore, levels of comfort on the sidewalk level and roof amenity levels for sitting, standing, strolling, and walking are anticipated to be acceptable with the proposed development.

6. Summary

Therefore, in reviewing meteorological data, the character of the existing downtown setting, the features of the proposed addition, and current understanding of winds effects in groupings of tall buildings, it is my professional opinion that the wind impact caused by the 2-story addition to the existing Tramway Building will not be significant and will not hinder pedestrian comfort on the sidewalk level, on the rooftop amenity level, nor on the adjacent rooftop amenity level to the south.

The methodology used in the above assessment relied on research from published sources, an examination of existing and proposed conditions, and professional judgment of probable impacts.

TRAFFIC IMPACT STATEMENT

There is current no on site parking, nor will there be with the proposed building. There is no parking requirement. Thus there will be no impact on vehicular traffic in the area. The occupant load of the proposed building including the addition will remain at roughly the same level as the existing office use, so pedestrian traffic in the immediate area, if a concern, will not be significantly effected. The site is well-served by mass transit. Bicycle parking will be provided outside the building and bicycle storage provided inside.

END

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
2	Downtown Precinct Guidelines (refer to Map 2 for Precinct Boundaries)		
2.5	District 5: Barrington Street Heritage Conservation District		
2.5a	Preserve and maintain historic government buildings, churches, and historic open spaces.	Yes	
2.5b	Protect heritage buildings from unwarranted demolition.	Yes	
2.5c	Develop Grand Parade into its full potential as a public gathering place integrated with the historic George Street axis.	N/A	
2.5d	Conserve the historic character of Barrington Street and ensure that new development is supportive of, and harmonious with it in terms of height, massing, size, scale, proportion, materials, and architectural features, while not necessarily mimicking heritage architecture.	Yes	
2.5e	Respect the typical streetscape rhythm comprised of up to eight buildings in each block with one or more bay widths in each building.	Yes	
2.5f	Respect the scale, configuration and rhythm of the traditional components of the lower facade of Barrington Street buildings, including ground floor height, bay width, and entrances to upper floors.	Yes	Secondary residential access on Barrington Street is designed to match adjacent entrances.
2.5g	Allow and encourage contemporary shop front design in the precinct to support and stimulate commercial and retail revitalization.	Yes	
2.5h	Respect the traditional appearance and proportions of the upper facades of heritage buildings in Barrington Street.	Yes	
2.5i	Respect the importance of traditional windows in establishing the character of heritage buildings and to ensure that windows in new buildings respond to, or reference, traditional fenestration patterns.	Yes	
2.5j	Retain the heritage character of the precinct by using building materials traditionally found in Barrington Street for both rehabilitation and new construction.	Yes	
2.5k	Achieve the objectives of the precinct through accurate architectural reproduction of historic styles or through expressions of contemporary architecture.	Yes	
2.5l	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings. The use of awnings and canopies reminiscent of the original awnings of Barrington Street shall be required.	Partially	Although there are no proposed awnings or canopies there are recessed entries along Barrington Street that

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
			provide a form of weather protection.
2.5m	Recognize the historic role of building cornices and parapets and to ensure these elements are conserved, replaced or installed on buildings in Barrington Street.	Yes	Turrets are being reinstated as part of this project.
2.5n	Permit rooftop additions on historic buildings to encourage their economic revitalization while ensuring that such additions are visually inconspicuous and subordinate to the main building when viewed from the opposite side of the street, in accordance with the Heritage Design Guidelines contained in this Design Manual.	Yes	Rooftop addition is subordinate to main building. See more in Heritage Section.
2.5o	Attract high quality retail, cultural, and entertainment uses at street level.	Yes	Existing commercial uses.
2.5p	Fill vacant space on upper floors and encourage residential conversion.	Yes	This project is the conversion of vacant office space on upper floors to residential uses.
2.5q	Encourage the application of the Alternate Compliance Methods and Performance Based Equivalencies of the Nova Scotia Building Code Regulations in the precinct in order to facilitate the functional upgrading of buildings within the district.	Yes	
2.5r	Prohibit new surface parking lots of any kind.	Yes	
2.5s	Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines).	Yes	
2.5t	Through redevelopment and reuse in the district, restore investor confidence, trigger private investment, and thereby improve Barrington Street's image and marketing potential to attract further investment.	Yes	
3	General Design Guidelines		
3.1	The Streetwall		
3.1.1	Pedestrian-Oriented Commercial 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.	Yes	Existing

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
	All retail frontages should be encouraged to reinforce the 'main street' qualities associated with the historic downtown, including:		
3.1.1a	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	Yes	Existing
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	No	Existing façade/ground level – transparency will be achieved using glass in the entrance/windows.
3.1.1c	Frequent entries.	Yes	Existing
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.	Partially	Although there are no proposed awnings or canopies there are recessed entries along Barrington Street that provide a form of weather protection.
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	Yes	Regulated and controlled through HRMs Licensing Division.
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.	N/A	
3.1.2	Streetwall Setback (<i>refer to Map 6</i>)		
3.1.2a	Minimal to no Setback (0-1.5m): Corresponds to the traditional retail streets and business core of the downtown. Except at corners or where an entire block length is being redeveloped, new buildings should be consistent with the setback of the adjacent existing buildings.	Yes	Existing. Minor recesses for entrances ok.
3.1.3	Streetwall Height (<i>refer to Map 7</i>) To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets: generally 15.5m, 17m or 18.5m. Consistent with the principle of creating strong edges to major public open spaces, a streetwall height of 21.5m is permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.		
3.2	Pedestrian Streetscapes		

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
3.2.1	Design of the Streetwall	Yes	Existing
3.2.2	Building Orientation and Placement	Yes	Existing
3.2.3	Retail Uses		
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.	No	Existing façade/ground level – transparency will be achieved using glass in the entrance/windows
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.	Partially	Although there are no proposed awnings or canopies there are recessed entries along Barrington Street that provide a form of weather protection.
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.	N/A	
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes	Existing
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes	Existing
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.	Yes	Existing
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	Evaluated at permitting stage according to LUB standards.
3.2.4	Residential Uses		
3.2.4a	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.	N/A	
3.2.4b	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.	Yes	Using former office entry as the primary residential entrance. Located on

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
			Sackville street and clearly distinguishable.
3.2.4c	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.	N/A	
3.2.4d	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes	Roof top amenity area provided for.
3.2.4e	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.	N/A	
3.2.4f	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	Yes	Existing - concrete building.
3.2.5	Sloping Conditions	Yes	Existing
3.2.6	Elevated Pedestrian Walkways	N/A	
3.2.7	Other Uses	N/A	
3.3	Building Design		
3.3.1	Building Articulation	Yes	Existing. Addition discussed in Heritage Section.
3.3.2	Materials	Yes	Existing. Addition and restoration discussed in Heritage Section.
3.3.3	Entrances		
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	Yes	Existing. Secondary residential access is on Barrington Street.
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Partially	Although there are no proposed awnings or canopies there are recessed entries along Barrington Street that provide a form of weather protection.

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	Yes	
3.3.4	Roof Line and Roofscapes		
3.3.4a	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.	Yes	Although this building will be above six storeys it is dwarfed by the much taller surrounding buildings. Considering the context, this building will have minimal impacts on the skyline.
3.3.4b	The expression of the building top (see previous) and roof, while clearly distinguished from the building middle, should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.	Yes	
3.3.4c	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living green roofs is strongly encouraged.	Yes	
3.3.4d	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.	Yes	
3.3.4e	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility.	N/A	
3.3.4f	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.	Yes	
3.4	Civic Character		
3.4.1	Prominent Frontages and View Termini		
3.4.1a	Prominent Visual Terminus Sites: These sites identify existing or potential buildings and sites that terminate important view corridors and that can strengthen visual connectivity across downtown. On these sites distinctive architectural treatments such as spires, turrets, belvederes,	N/A	

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
	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.		
3.4.1b	Prominent Civic Frontage: These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.	Yes	
3.4.2	Corner Sites	Yes	Existing building and façade. Turrets will be reinstated along both street frontages to articulate corner feature.
3.4.3	Civic Buildings	N/A	
3.5	Parking Services and Utilities		
3.5.1	Vehicular Access, Circulation, Loading and Utilities	N/A	
3.5.2	Parking Structures	N/A	
3.5.3	Surface Parking	N/A	
3.5.4	Lighting	N/A	No building lighting proposed. Any lighting for signage will be evaluated at permitting stage according to LUB standards. There are provisions within the LUB to mitigate negative impacts of illuminated signage.
3.5.5	Signs	N/A	Signage will be evaluated at permitting stage according to LUB standards.
3.6	Site Plan Variance		
3.6.5	Upper Storey Streetwall Stepback Variance		
3.6.5a	the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and	Yes	Refer to staff report.

Attachment C – Design Manual Checklist (Case 22066)			
Section	Guideline	Complies	Discussion
3.6.5b	the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.	Yes	Refer to staff report.
3.6.8	Maximum Height Variance		
3.6.8a	the maximum height is consistent with the objectives and guidelines of the Design Manual; and	Yes	Refer to staff report.
3.6.8b	the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;	Yes	Refer to staff report.
3.6.8c	the maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements;	N/A	
3.6.8d	where a landmark building element is provided pursuant to the Design Manual; or	N/A	
3.6.8e	where the additional height is shown to enable the adaptive re-use of heritage buildings.	Yes	Refer to staff report.
4	Heritage Design Guidelines		
4.1	New Development in Heritage Context		
4.1.3	Contemporary Design		
	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.	Yes	Addition is of a contemporary design that carries forward the proportions and datum lines of the existing building but is in contrast through a change in materials (glass) and is subordinate by being setback above the existing building's cornice line.
4.1.4	Material Palette		
	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.	Yes	See 4.1.3 above.
4.1.5	Proportion of Parts		

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
	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.	Yes	See 4.1.3 above.
4.1.6	Solidity versus Transparency		
	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 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.	Yes	See 4.1.3 above.
4.1.7	Detailing		
	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.	Yes	See 4.1.3 above.
4.2.6	Upper Level Setbacks		
4.2.6a	Building elements that are taller than the podium or streetwall height should step back.	Yes	
4.2.6b	Stepbacks should generally be a minimum of 3 metres in areas of contiguous heritage resources.	No	The minimum setback is not being met. A variance has been requested.
4.2.6c	In the upper setback levels greater freedom of material choice and design expression is permitted.	Yes	

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
4.3	Guidelines for Abutting Developments	N/A	
4.4	Guidelines for Integrated Developments and Additions	N/A	
4.5	Guidelines for Facade Alteration on Registered Heritage Buildings and Buildings in Heritage Conservation Districts <i>These guidelines shall apply to all registered heritage buildings, and all buildings in heritage conservation districts.</i>		
4.5.1	Rhythm of Bays and Shop Fronts		
4.5.1a	The traditional architectural elements of historic building facades such as columns, pilasters, entries and shopfronts which establish a pedestrian scale and rhythm, should be retained.	Yes	
4.5.1b	Consolidating two (or more) shopfronts into one is discouraged, since it reduces pedestrian interest. If such consolidation is proposed, the retention of original historic building features should not be compromised, even it this means retaining a redundant entry configuration.	Yes	
4.5.2	Lower Facade (Storefront)		
4.5.2a	Existing traditional shopfronts should be retained.	Yes	
4.5.2b	Historic photos and drawings should be used to support the restoration or replication of decorative elements of historic significance in the shopfront.	Yes	The original storefront 'frame' was a rusticated detailing but is now covered with a brick masonry veneer. The plans propose exposing this building finish and completing a light restoration. Additionally, a secondary access will be created on Barrington Street.
4.5.2c	The following features should be incorporated in the design of rehabilitated or restored shopfronts, as applicable: <ul style="list-style-type: none"> • restoration of cast iron or masonry elements; or • a high percentage of glazing, in the display window area, transom windows and in the entry door(s); or • a recessed entry with a rectangular or trapezoidal plan; or • transom window above the entry and display windows, often stretching the full width of the shopfront; or • base panels rich in detail and of durable materials; or • a shopfront cornice and sign band which is generally a reduced version of the main cornice atop the building; or • access to upper floors should be in the original configuration. 	Yes	

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
4.5.3	Contemporary Expression Within the Historic Shopfront Frame		
	The objective is to allow and encourage contemporary shopfront design in historic commercial buildings to support and stimulate revitalization, through the following approaches: <ul style="list-style-type: none"> • Traditional Approach • Veneer of Renovations • Details Painted Over • Infolding Windows and Doors 	N/A	
4.5.4	Upper Facade		
4.5.4a	To maintain this upper floor pattern and texture, new window openings are encouraged to be repetitive, and organized in relationship to the vertical elements which frame and divide the facade.	Yes	
4.5.4b	Vertical elements such as pilasters, columns, cornices, and projecting bays should be retained.	Yes	
4.5.4c	Historic photos and drawings should be used to support the restoration or replication of decorative elements of historic significance on the upper facade.	Yes	
4.5.4d	Existing projecting bays or other architectural elements, such as cornices that project over the public right-of-way, should be retained provided that Building By-law, life-safety and other pertinent concerns have been satisfactorily addressed.	Yes	
4.5.4e	Existing fenestration patterns should be retained. Where new openings are proposed, they should be compatible with the existing architectural features of the building.	N/A	
4.5.5	Windows		
4.5.5a	Where there are existing windows within historic window openings which are either original or more recent replacements in the historical form and material, every effort should be made to retain and repair them.	Yes	
4.5.5b	Repair of existing wood windows should use wood sash and frames.	N/A	
4.5.5c	Where existing appropriate windows are too deteriorated to repair, replacement windows should replicate either original windows, as documented by historical photographs or drawings or the existing windows.	Yes	The windows will be replaced and will similar to the existing window style.
4.5.5d	Replacement of wooden windows should be in wood, and should match the shape, proportion, type of operation, detail, colour and clarity of glass of the wood original when painted.	N/A	

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
4.5.5e	Where they exist, lintels, sills, and other historic window surround elements should be retained.	N/A	
4.5.5f	The original fenestration pattern should be retained. Where new openings are proposed, they should be compatible with the original composition in terms of alignment, proportion, surrounds, and ornamentation.	Yes	No new openings proposed. All existing openings are original.
4.5.5g	In the event that the original windows have been replaced and the existing windows are inappropriate to the building, then new windows should be designed to replicate the original windows size, configuration and appearance as based on archival information. If such information is not available, the following criteria should be referenced: <ul style="list-style-type: none"> • The dimensions of frames, sashes, muntins, etc., should be similar to traditional wood windows. • The window should be divided into a minimum of two sash or panes; more divisions are also possible. • Operable windows are encouraged and the method of opening should replicate that of traditional window types. • Horizontally sliding windows are discouraged as they are not traditional. • Glass should be clear; tints, colours or mirrored surfaces are not acceptable • Frames and sashes should preferably be of painted or stained wood but aluminum clad windows are also acceptable. • Vinyl windows are not permitted • The sash should be recessed within the window frame at least 4 inches from the exterior surface of the building facade. 	Yes	Original windows have been replaced overtime. Existing windows are of a similar design, and replacement windows will be replicated.
4.5.6	Materials		
4.5.6a	Brick in a range of buff/beige through red colours, traditional dimension.	N/A	
4.5.6b	Building stone, particularly granite and sandstone.	N/A	
4.5.6c	Terracotta, tile and glazed brick materials and decorative elements.	N/A	
4.5.6d	Cast iron and pressed metal decorative elements, particularly cornices.	N/A	
4.5.6e	Wood elements for shopfront base panels, windows, bay window framing.	N/A	
4.5.6f	Parged or cement rendered surfaces.	Yes	This project includes the partial restoration of the

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
			original concrete surfaces and details with the reinstatement of the original rustication on the ground level.
4.5.6g	Specially treated concrete finishes for rear or for some secondary surfaces.	Yes	
4.5.6h	Wooden clapboards or shingles.	N/A	
	For existing buildings, where new materials are required for repair, they should match the old materials they are replacing. If this is not feasible for cost, technical or availability reasons, then new substitute materials should be largely indistinguishable from original materials. The treatment of existing materials is primarily that of good conservation techniques. Detailed recommendations for conservation of materials can be found in the Federal Standards and Guidelines for Conservation of Historic Buildings in Canada.	Yes	
4.5.6i	Vinyl siding, plastic, plywood, concrete block, and EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited for use on historic buildings in the downtown.	Yes	
4.5.6j	Darkly tinted or mirrored glass is also prohibited.	Yes	
	Generally, roofs on historic commercial buildings in the downtown are flat and covered with bituminous membrane, tar and gravel finish, etc. These materials are acceptable for both replacement roofs on existing buildings and new roofs on building additions. Some historic buildings have slate or wood shingle roofs. Where possible, these should be repaired or replaced with like materials. Where this is not feasible, then asphalt shingle roofs in black or dark grey tones are acceptable.	Yes	
4.5.7	Cornice and Parapets		
4.5.7a	The retention of original cornices and parapets is required.	Yes	Part of the restoration includes the reinstatement and repair of the column turrets on the 5 th floor of the Barrington and Sackville frontages.
4.5.7b	Repairs should be undertaken with matching materials and anchoring systems should be reinforced to ensure safety	Yes	

Attachment C – Design Manual Checklist (Case 22066)

Section	Guideline	Complies	Discussion
4.5.7c	If cost or structural considerations make conservation of existing cornices difficult, substitute materials can be considered.	N/A	
4.5.7d	Where original cornices have disappeared, their replacement can be considered based on archival evidence.	Yes	See above (4.5.7 a)
4.5.8	Penthouse & Minor Rooftop Structures		
4.5.8a	Where feasible, existing mechanical penthouses should be retained.	Yes	
4.5.8b	New rooftop elements or equipment on top of heritage buildings, such as satellite dishes and skylights should be set back far enough from the front or other facades to be inconspicuous from the sidewalk on the opposite side of the street.	Yes	
4.5.8c	The cladding material for new rooftop elements should be compatible with and distinguishable from those of the main building.	Yes	
4.5.9	Awnings and Canopies		
4.5.9a	Retractable fabric awnings are encouraged for use on all buildings. The fabric (usually heavy canvas, not shiny or translucent vinyl) can be a solid colour, preferably a traditional dark colour, or striped and usually the ends of the frame are left open.	Partially	Although there are no proposed awnings or canopies there are recessed entries along Barrington Street that provide a form of weather protection.
4.5.9b	Plain valences, often with a sign band are acceptable.	N/A	
4.5.9c	In some instances, metal and glass fixed canopies are appropriate, particularly if there is archival evidence of their precedent on the building or on similar historic buildings.	N/A	
4.5.9d	Stretch skin plastic or vinyl awnings are prohibited.	N/A	
4.5.9e	Curved stretch skin plastic and idiosyncratically shaped fixed awnings are prohibited.	N/A	
4.5.9f	Internal illumination of awnings or canopies is prohibited.	N/A	
4.5.10	Paint Colour		
4.6	Guidelines for Signs on Registered Heritage Buildings and Buildings in Heritage Conservation Districts.	N/A	Addressed under separate process at building permit stage.