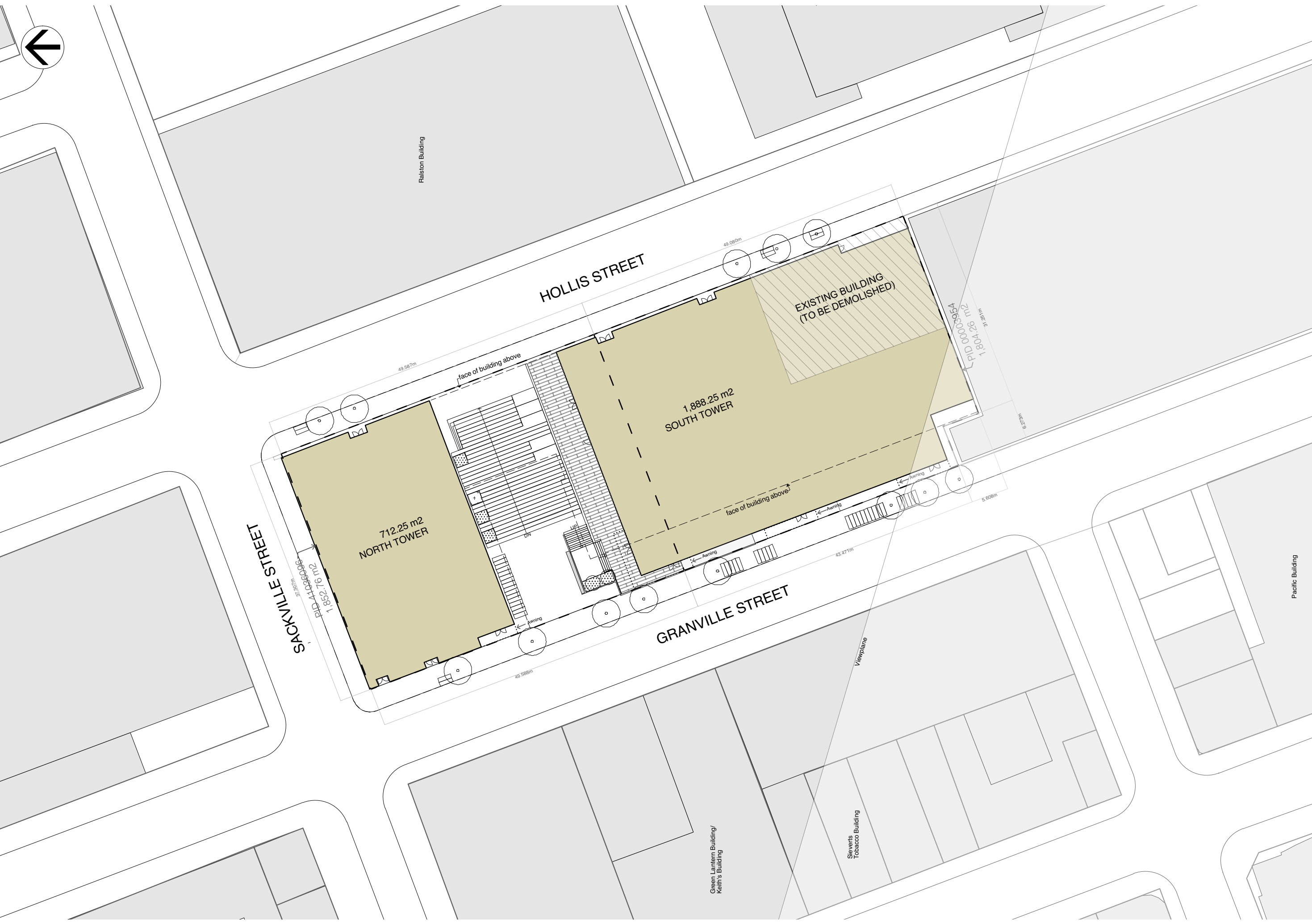


# **SKYE HALIFAX**

**ATTACHMENT A : SITE PLAN APPROVAL PLANS**

November 2019



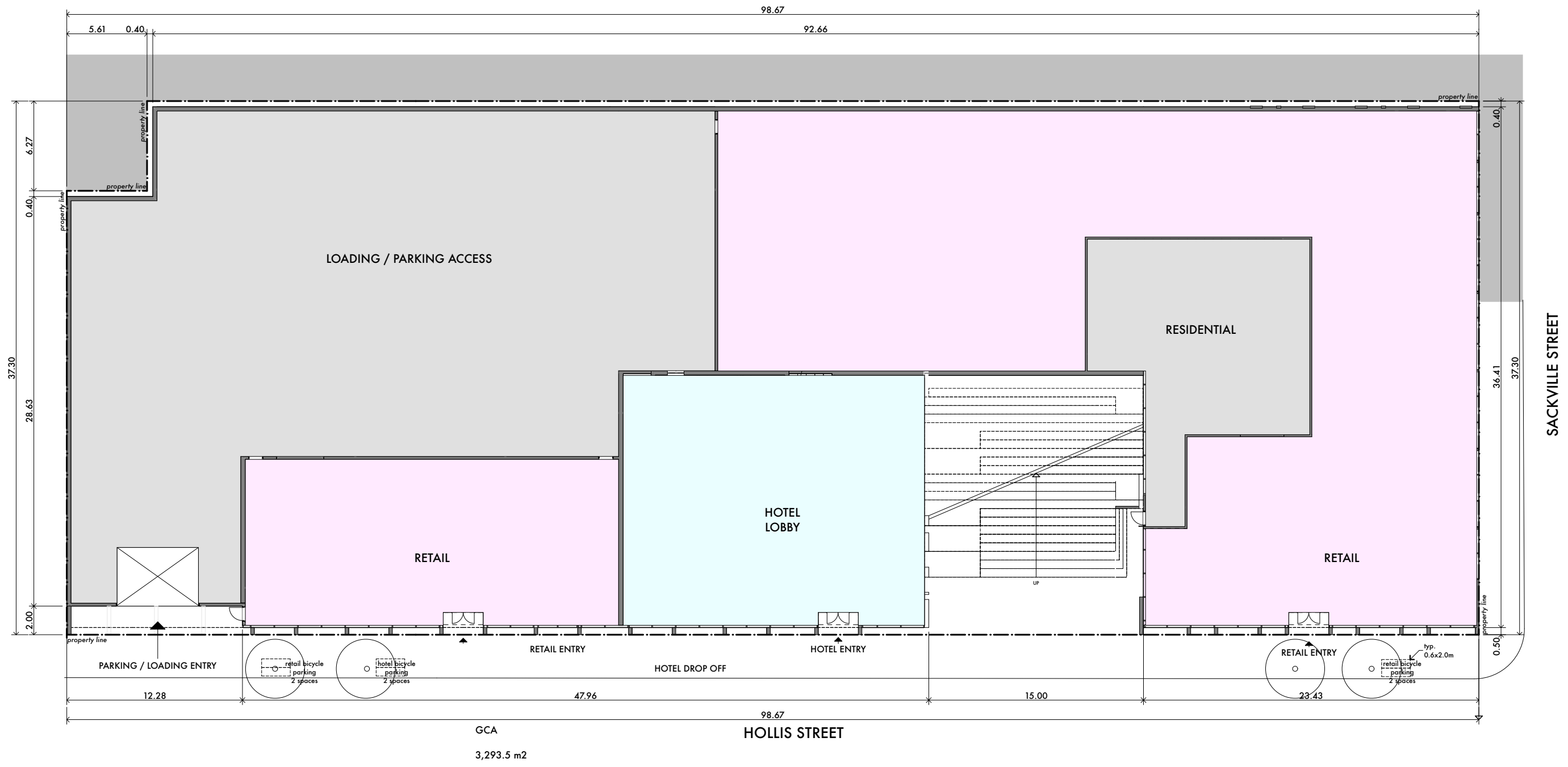
**SITE PLAN**

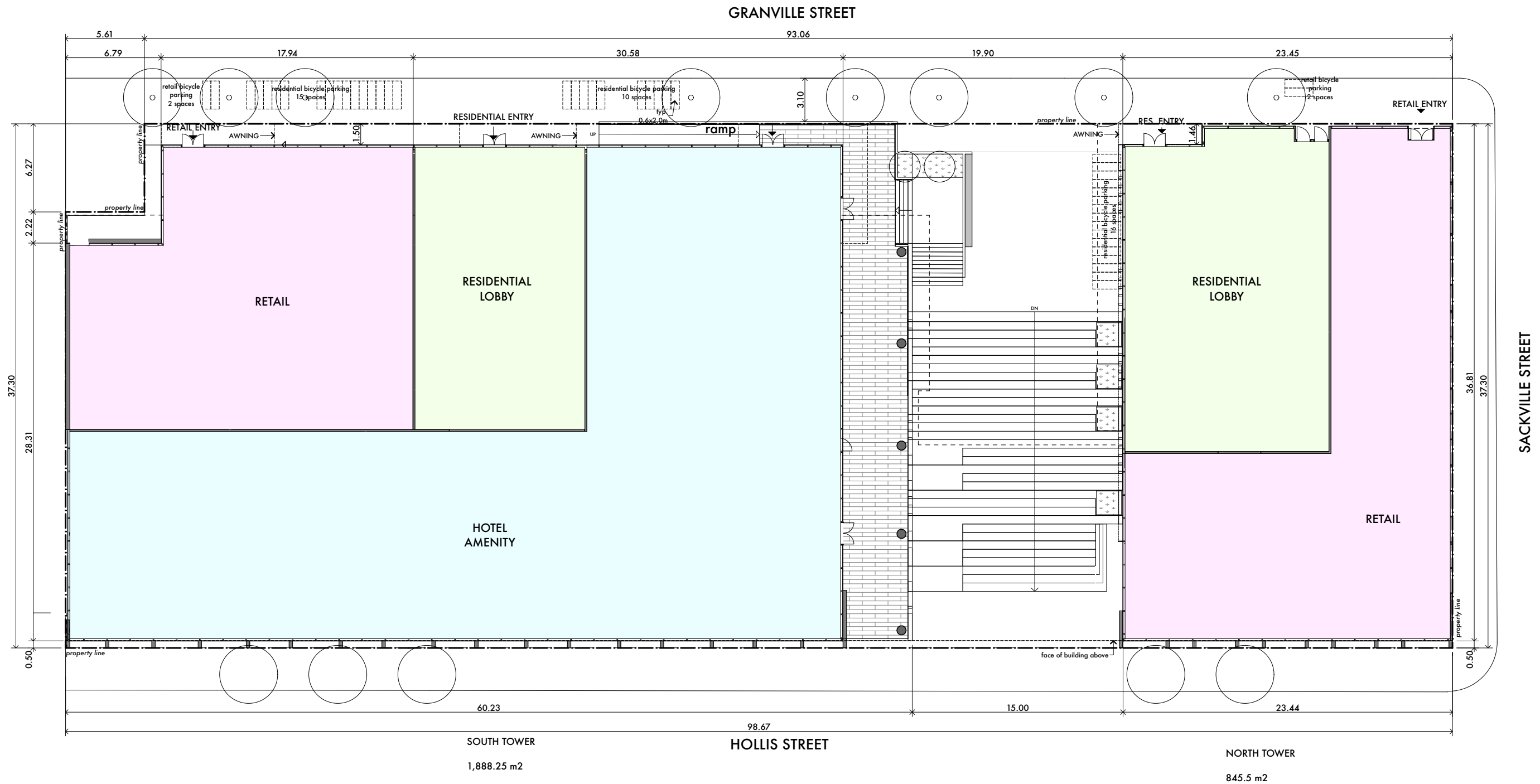
TEXPARK

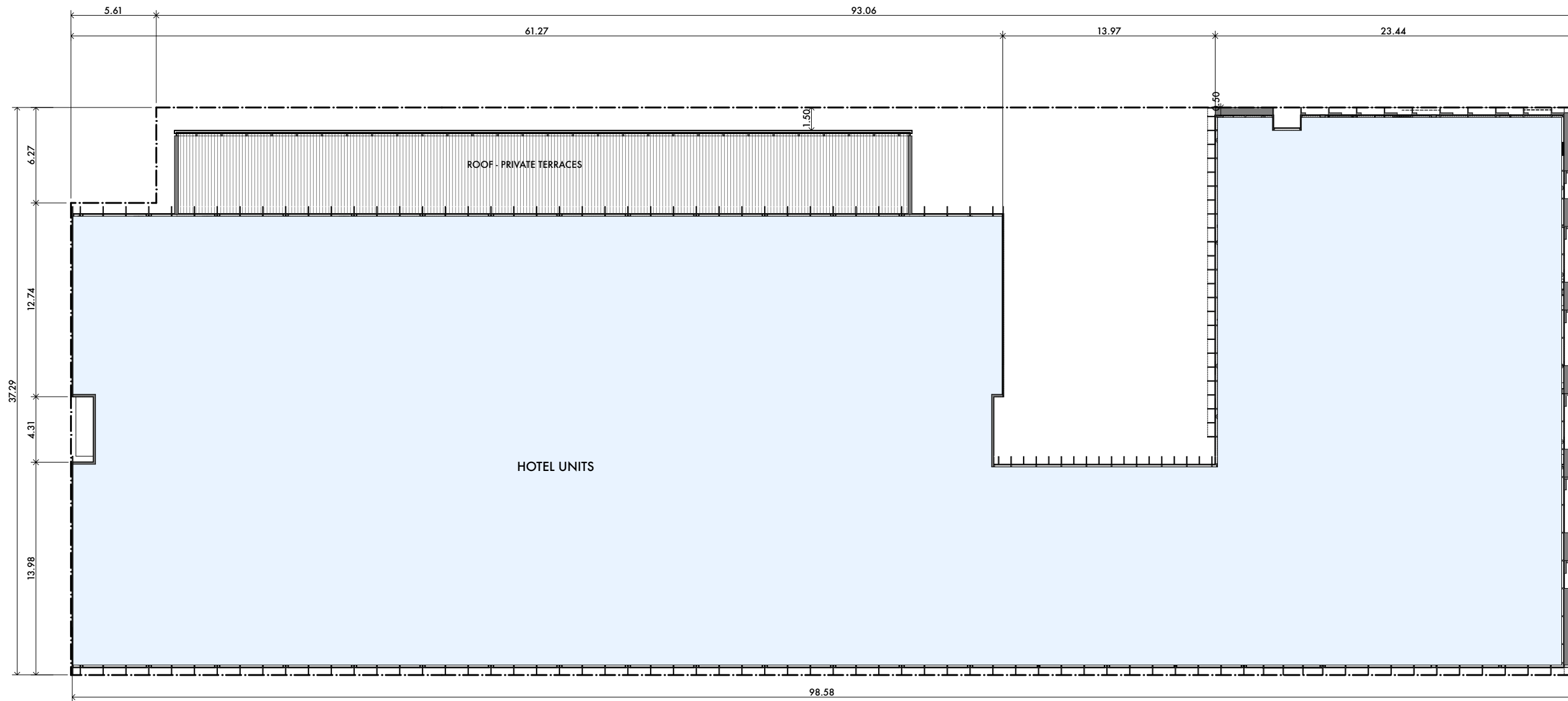
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 Linear\_Unit: Meter  
 Data Source: Halifax Regional Municipality  
 Address: 6000000000

Properties	PID 41036096, PID 00003954
Owner	United Gulf Developments Ltd.
Drawn by	Angharad Wyle
Checked by	Ian Watson
Date	10.08.2019
Project No	180901
Scale	1:500

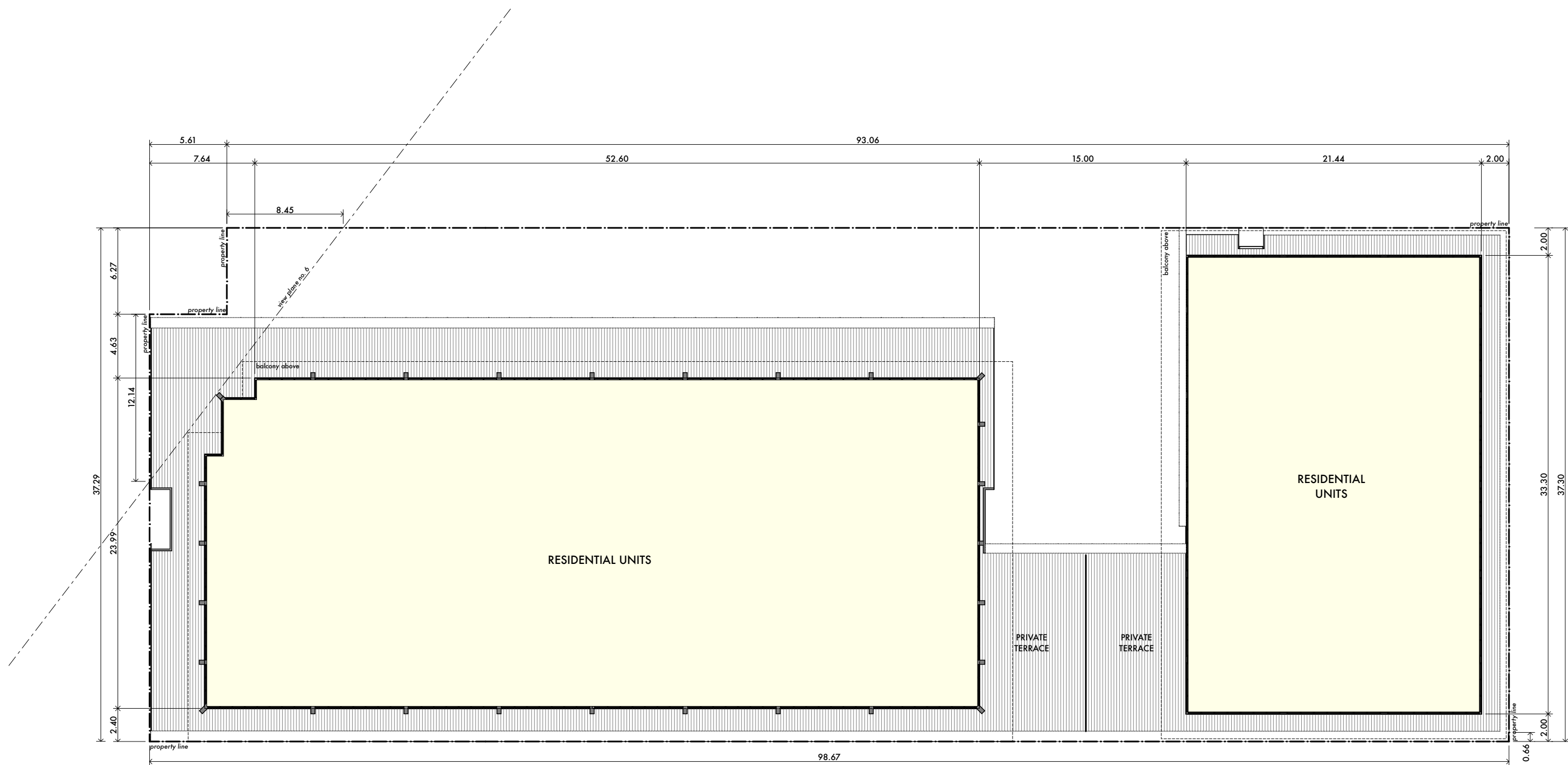
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Other Property Boundaries	---
Sidewalk	---
Existing Sidewalk (to be modified)	---
Proposed Building	█
Existing Building (to be demolished)	▨





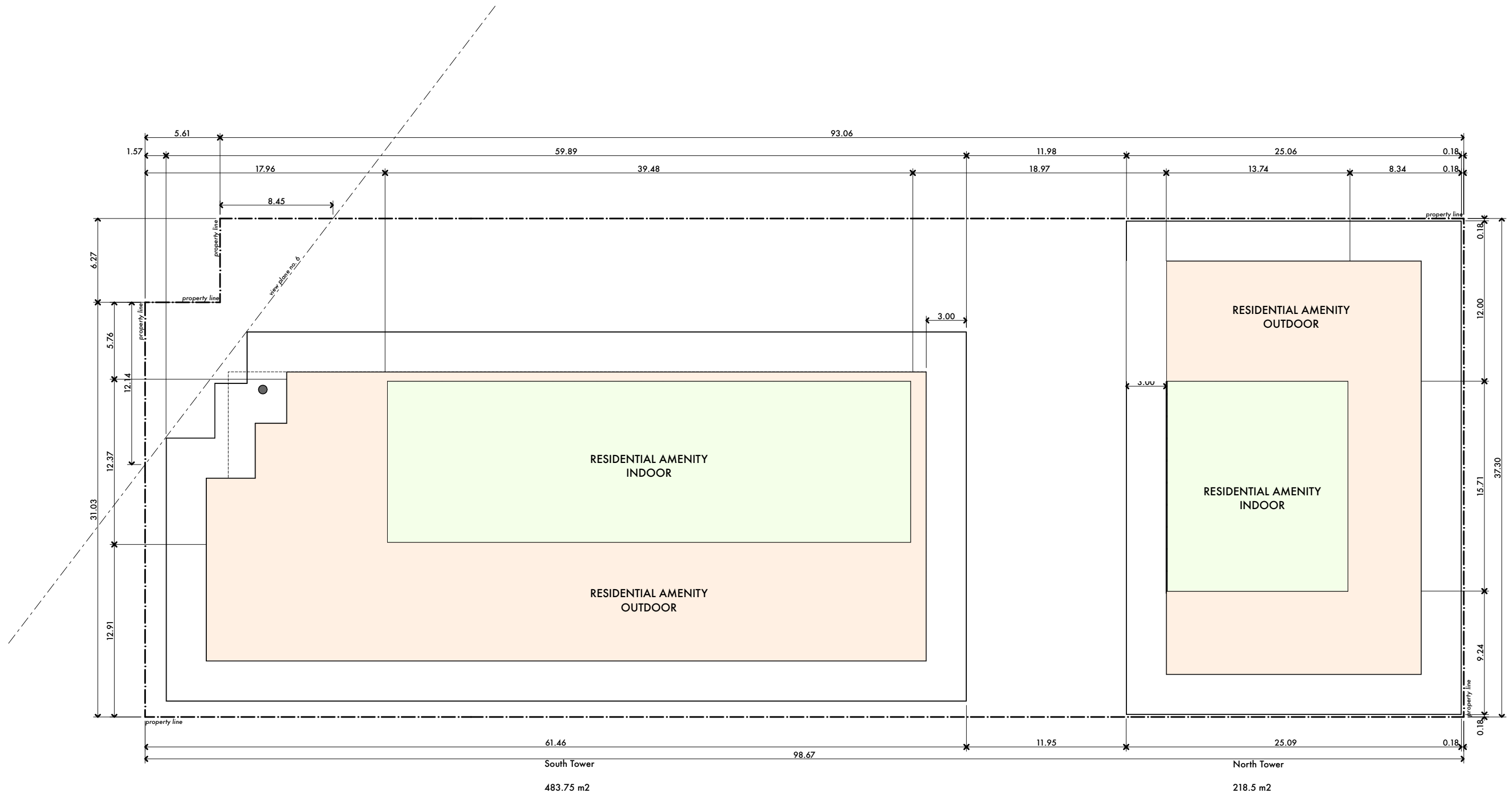


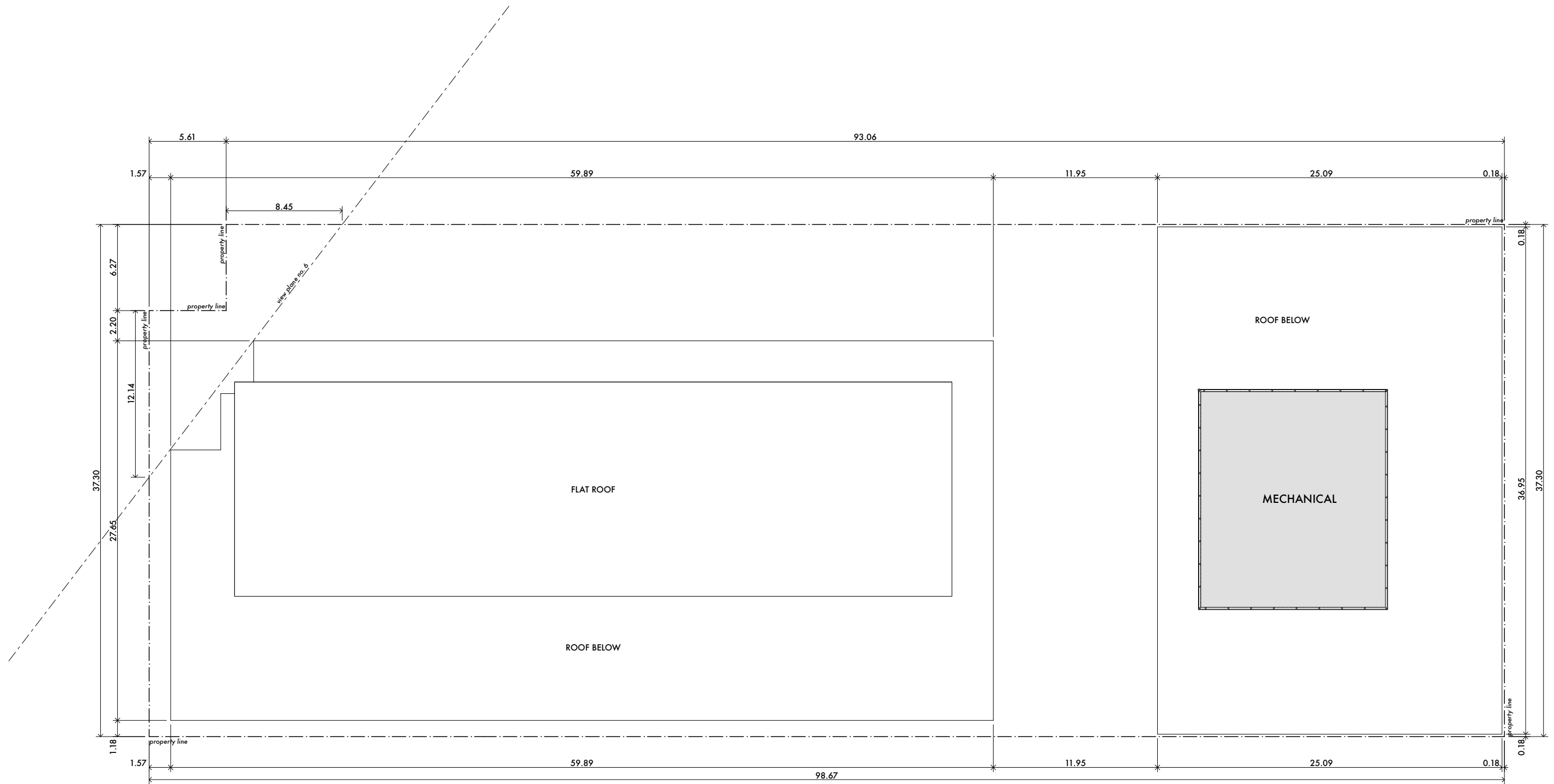
Hotel Plate  
2,831 m2



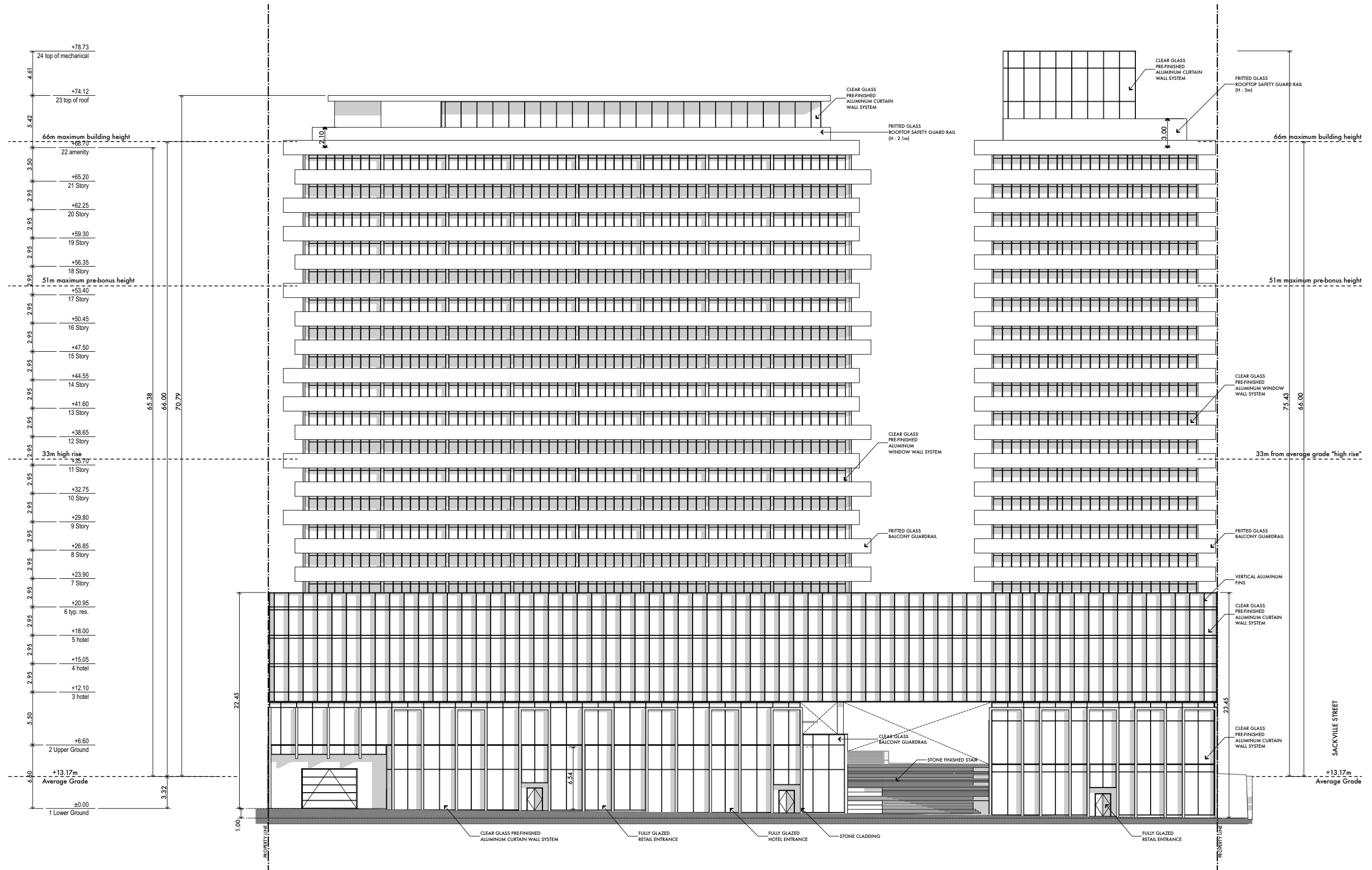
South Tower  
1,339 m2

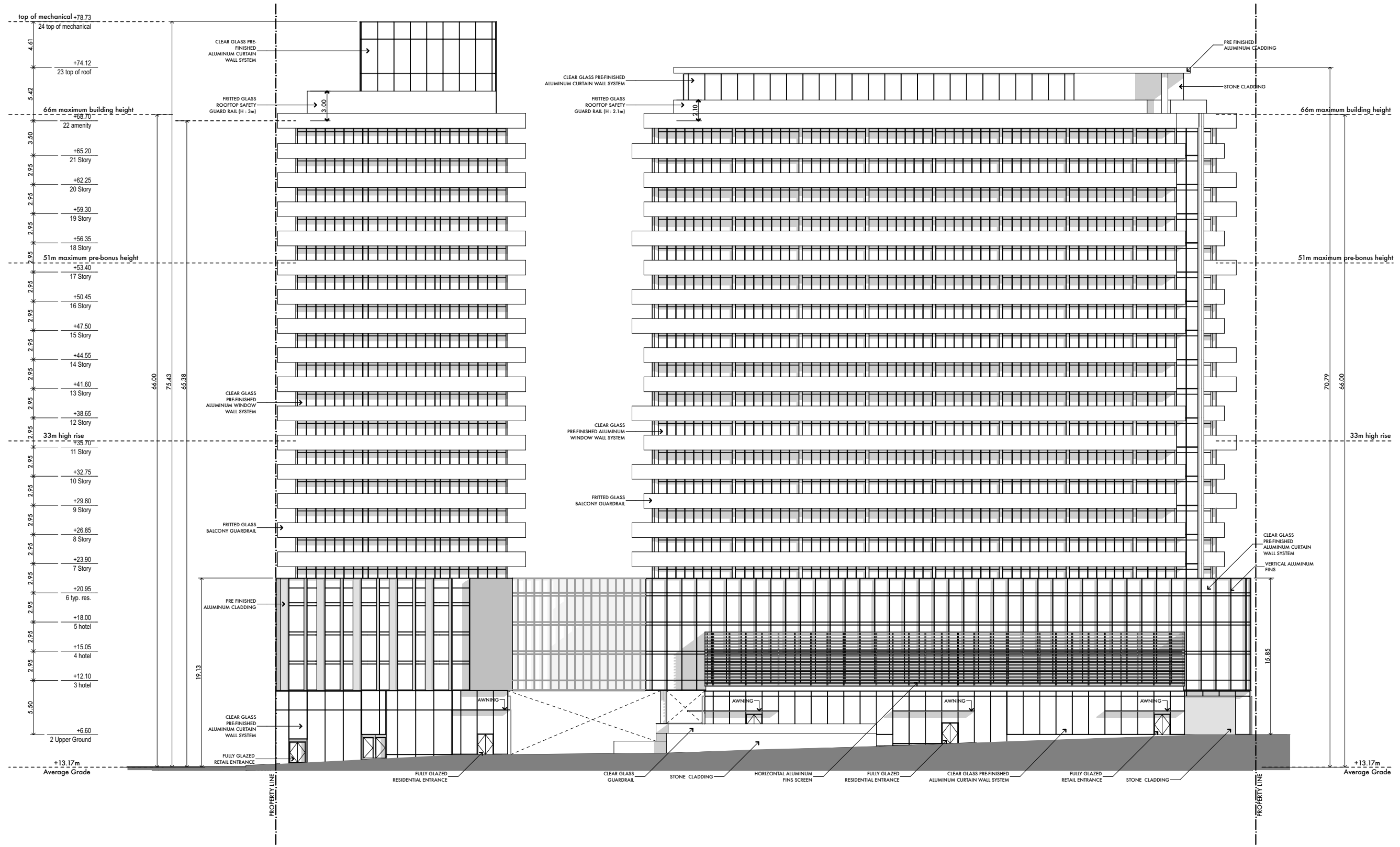
North Tower  
712.25 m2

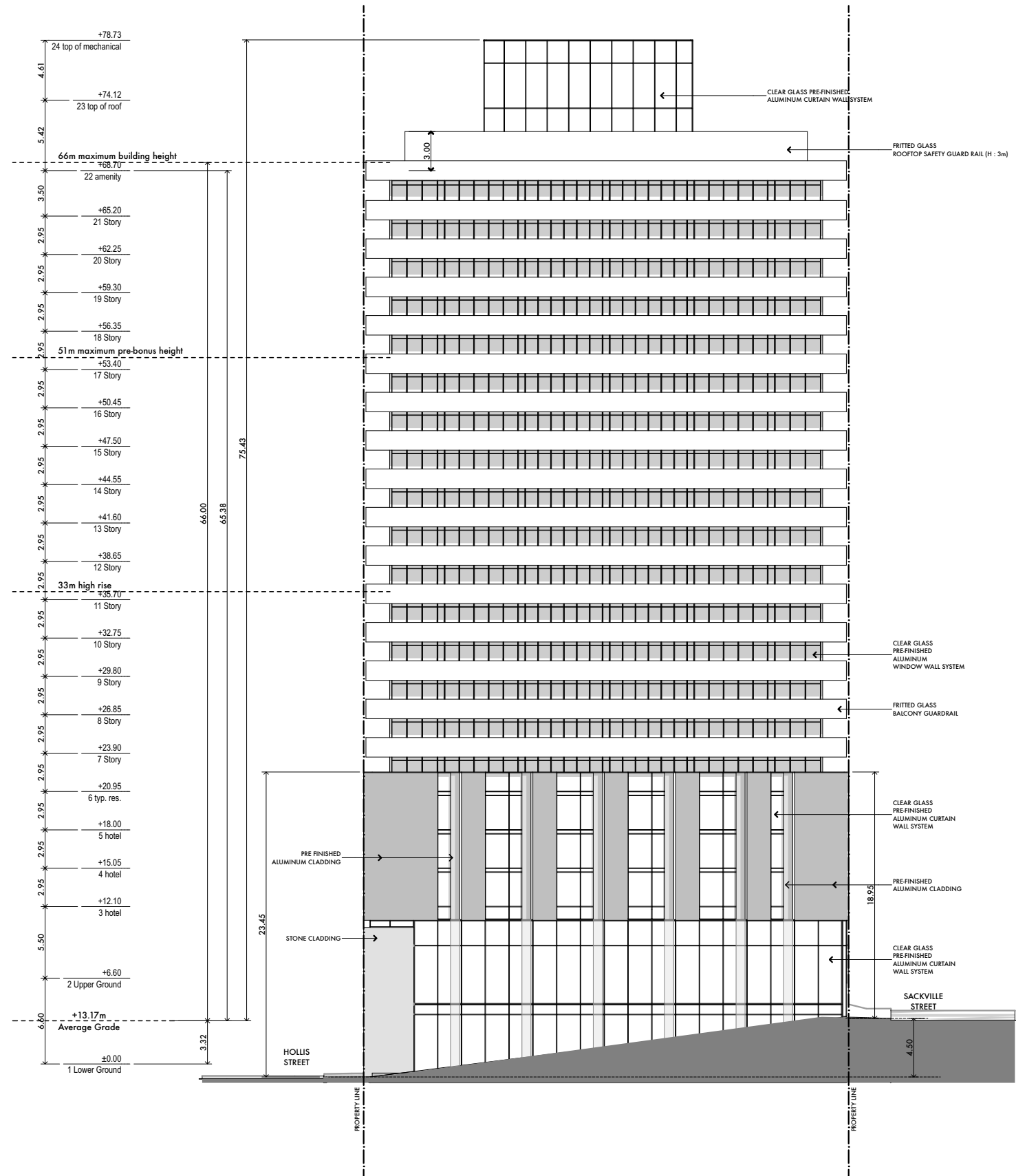


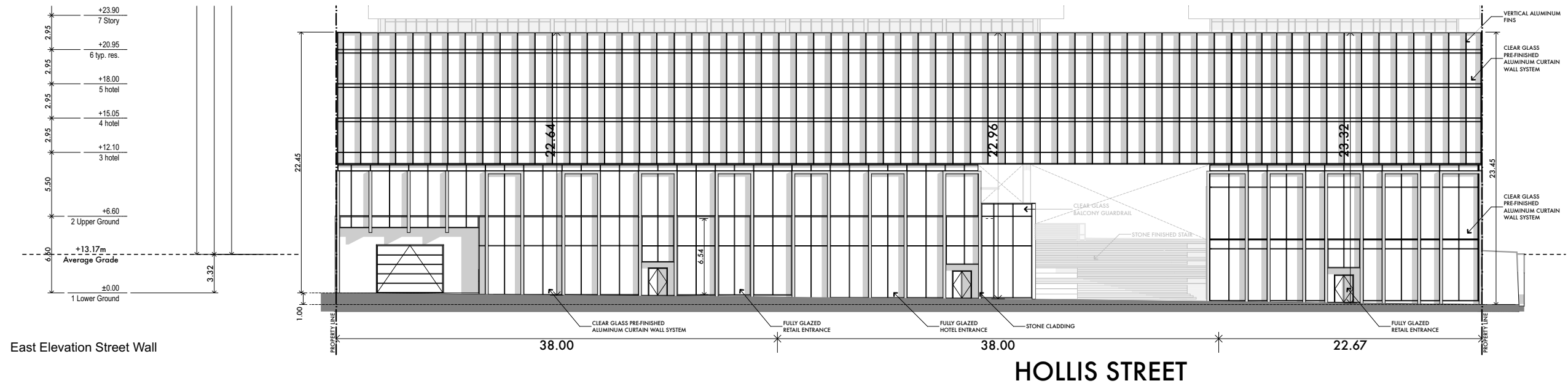






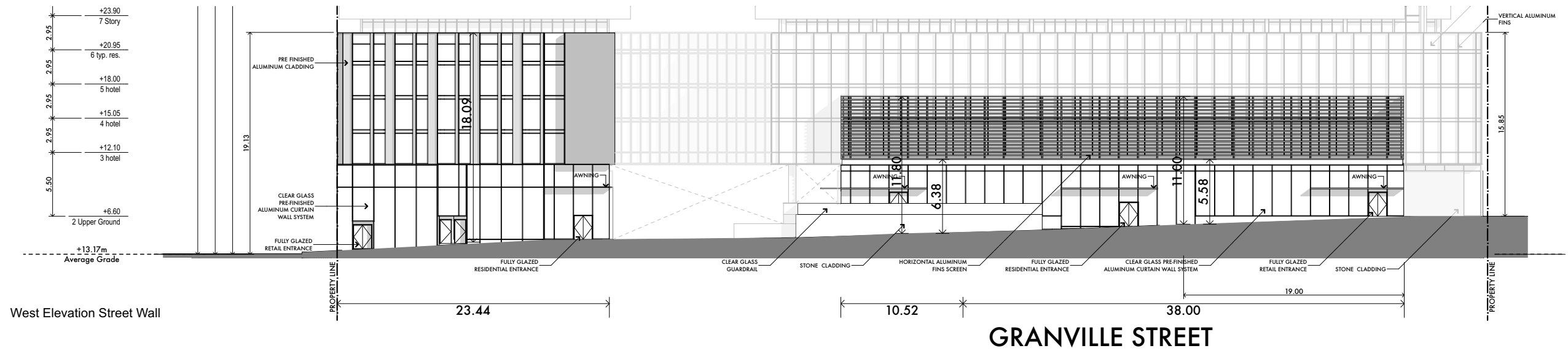






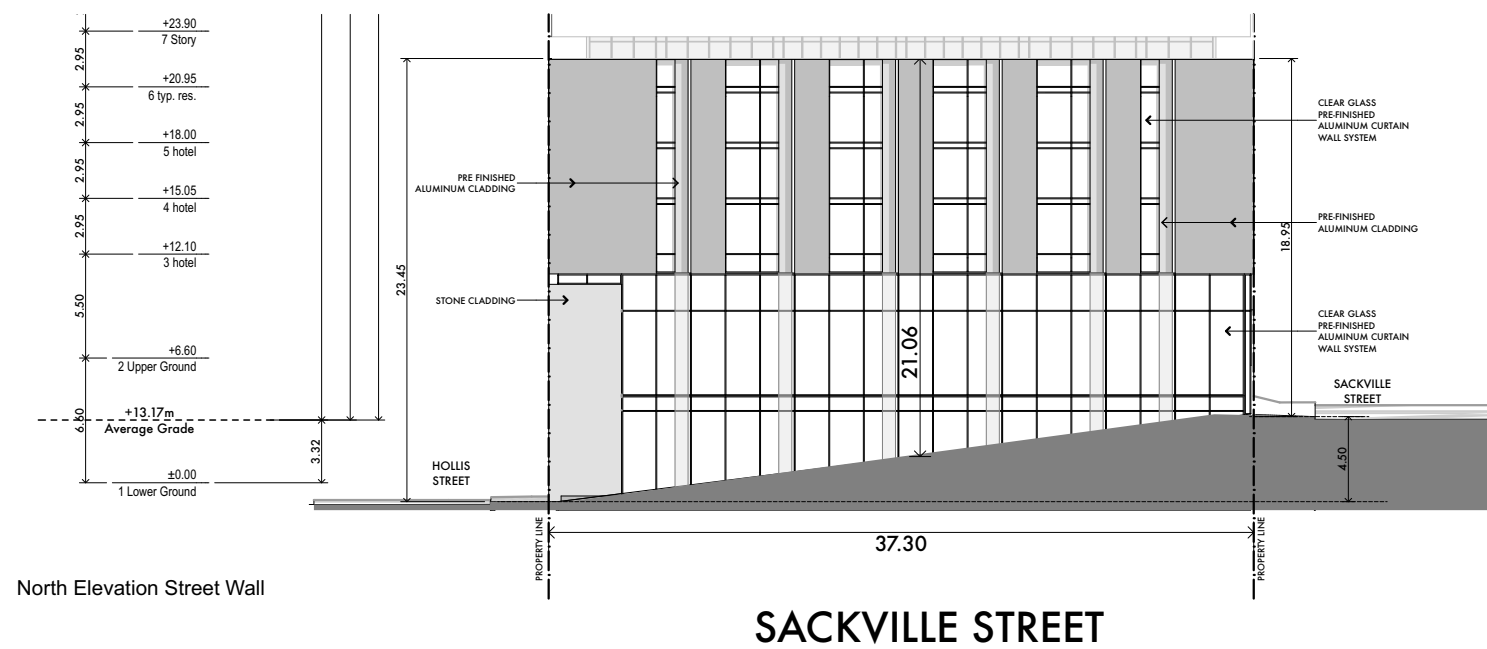
East Elevation Street Wall

HOLLIS STREET



West Elevation Street Wall

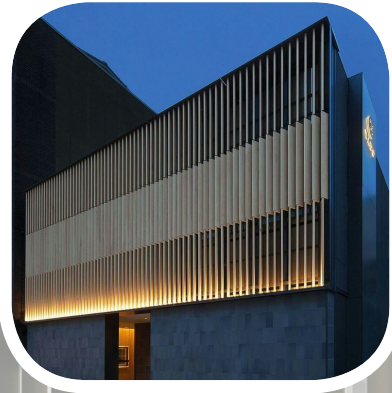
GRANVILLE STREET



North Elevation Street Wall

SACKVILLE STREET

Facade Fins  
Up Light



Urban Ceiling  
Light Troughs



Enhanced  
Bridge Frame



Backlit Perforated  
Feature Graphic



Street Level  
Ambiance



Embellished  
Urban Steps



Landscape  
Highlights



Neutral Screen  
Up light



Attachment B: Design Rationale and Public Benefit

# SKYE HALIFAX

SITE PLAN APPROVAL | 2019.10.08 | APPLICATION

**U P L ▲ N D**

on behalf of

**United Gulf**

**Developments Limited**

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# Project Introduction

Skye Halifax is an ambitious proposal to develop one of the most significant vacant sites in the heart of downtown Halifax, and put the feather in the cap of downtown's revitalization.

With 416 residential units, 129 hotel rooms, and 2,356 m<sup>2</sup> of retail floor area, Skye Halifax promises to bring new life and activity to an entire city block. The proposal is also key to activation of three street frontages, with 230 metres of road frontage on Hollis Street, Granville Street, and Sackville Street.

At the heart of the proposal is a through-block pedestrian connection that serves to increase route options for pedestrians and reduce the perceived block length, while also providing public space where people are invited to gather on the seating "stairs" and watch the pulse of the city.

The building itself is located on a block with its neighbour—the MetroPark Garage—providing little existing architectural context. Skye Halifax is therefore both freed from existing architectural precedent and shouldered with the task of positively defining the character of a prominent city block. The building achieves this with the careful use of materials and form to visually define the building's mix of uses; to complement the pedestrian realm; and to create a "base," "middle," and "top" without resorting to the "layer cake" architecture that has become common in the Downtown Plan Area.



SACKVILLE ST.

SKYE  
HEX

GRANVILLE ST.

HOLLIS ST.

# Key Project Stats

<b>PIDs:</b>	41036096 & 00003954
<b>Zoning:</b>	Downtown Halifax 1 (DH-1)
<b>Precinct:</b>	Precinct 4 – Lower Central Downtown
<b>Lot Area:</b>	$1,853 \text{ m}^2 + 1,804 \text{ m}^2 = 3,657 \text{ m}^2$
<b>Street Frontage:</b>	$93 \text{ m} + 37 \text{ m} + 99 \text{ m} = 229 \text{ m}$
<b>Max. Pre-Bonus Height:</b>	51 m
<b>Max. Post-Bonus Height:</b>	66 m
<b>Building Height:</b>	65.38 m
<b>Penthouse Roof Height (North Tower):</b>	75.43 m
<b>Penthouse Roof Height (South Tower):</b>	70.79 m
<b>Residential Units:</b>	416
<b>Hotel Rooms:</b>	129
<b>Retail Floor Area:</b>	$2,356 \text{ m}^2$
<b>Gross Floor Area:</b>	$46,722 \text{ m}^2$
<b>Automobile Parking Spaces:</b>	294
<b>Bicycle Parking Spaces (Class A):</b>	172
<b>Bicycle Parking Spaces (Class B):</b>	51

# Design Manual Objectives

## Precinct 4: Lower Central Downtown

The following general criteria shall apply:

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

The development proposal is mixed-use (residential / commercial / hotel) with a high-rise building on one of downtown's largest opportunity sites.

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

The proposed development does not include any new surface parking lots.

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

The proposal is the development of an existing surface parking lot.

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

Except for the valuable pedestrian amenities provided by the through-block connection, the proposed development provides a continuous streetwall and an uninterrupted pedestrian experience.

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

The proposal includes a high proportion of at-grade commercial uses, including outdoor café seating on the Granville Street side. It also includes a through-block pedestrian connection with public seating.

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

**Building entries are sheltered by awnings or are inset into the façade.**

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

**The proposal does not impede views down Sackville Street.**

*h. to m.*

**Not applicable.**

### **Guideline 3.1.1 Pedestrian-Oriented Commercial**

A: Retail shop fronts are located close to sidewalks and pedestrian plazas. The footprint of the building is broken into many smaller retail units interspersed with lobby entrances.

B: The ground floors are clad primarily in clear glazing, with stone and metal detailing.

C: Entries are located frequently along both the Granville Street and Hollis Street frontages. The steep grade and short frontage along Sackville Street prevent entrances from being accommodated here; however, the clear glazing allows for pedestrian interest and visual interaction with the interior activities of the building.

D: The Land Use By-law does not identify the site for any required pedestrian-oriented commercial frontages. Awnings are provided over any protruding building entrances.

E: Spill-out activity is encouraged by the use of portions of the pedestrian through-block connection as stepped seating. The raised area in the through-block connection also includes space for outdoor seating for the hotel café.

F: The only non-commercial uses proposed at grade are the hotel and residential lobbies. They have sufficient floor-to-ceiling height to be converted to commercial uses in the future.

### **Guideline 3.1.2 Streetwall Setback**

The streetwall setback of the building ranges from 0 metres to 1.5 metres.

Along Hollis Street, the building continues the streetwall defined by the MetroPark garage.

On Granville Street, the building ranges from 0 metres (the established setback) to 1.5 metres, which allows for a barrier-free access ramp.

The proposal includes the entirety of this block of Sackville Street, and therefore defines the streetwall for that block.

### **Guideline 3.1.3 Streetwall Height**

Most streetwalls meet or exceed the minimum height of 11 metres. On Granville Street, a portion of the streetwall is below 11 metres per the technical definition of streetwall. However, a perforated metal screen is included to a height of 11 metres to provide pedestrians on the street a sense of enclosure. The deviation from the technical definition of streetwall is addressed in Variance Request 1.

Due to the large site, various slopes on the site, and the need to match internal floorplates, some streetwalls exceed the maximum streetwall height. This is also addressed by Variance Request 1.

### **Guideline 3.2.1 Design of the Streetwall**

A: The lower half of the streetwall is differentiated into vertical sections through the use of projections and recesses, vertical stone-clad bays, alternating materials (glass, aluminum, and stone), the through-block pedestrian connection, and the locations of entrances. The upper half of the streetwall includes a regular pattern of vertical fins.

B: The streetwall occupies 100% of the frontage along each street, except for the areas dedicated to providing a through-block pedestrian connection, and a small outdoor seating area for the hotel café.

C: Granville Street has a right-of-way width of 15.2 metres, with a proposed streetwall ranging from 11 metres to 18.09 metres high with the slope of the road. Hollis Street has a right-of-way width of 16 metres. The streetwall here is proposed to range from 22.64 metres to 23.32 metres with the slope of the street, which keeps the streetwall in line with that established by MetroPark.

D: Not applicable.

E: The streetwall is designed with high-quality glazing, aluminum curtain wall, and stone.

F: The streetwall has high transparency provided by the extensive use of glazing.

G: All grade-level frontages are a mix of glazing and stone and metal detailing that excludes blank walls. Utility functions are contained within the building.

### **Guideline 3.2.2 Building Orientation and Placement**

A & B: The building is oriented to all three street edges and, with the exception of plaza space, is placed at all three street edges. Primary access points are clearly defined by awnings and have direct access to the sidewalk or plaza spaces.

C: No side yard setbacks are proposed.

### **Guideline 3.2.3 Retail Uses**

A: Not applicable.

B: The Land Use By-law does not apply mandatory retail frontages to the subject site. Building entrances are sheltered with awnings or recesses.

C: At-grade uses are retail and lobbies for the hotel and residential uses. Lobby spaces could easily be converted to retail spaces in the future.

D: Retail uses are located immediately adjacent to the sidewalk.

E: Retail frontages are not hidden by deep columns or large building projections.

F: Retail entrances are located at grade.

G: Commercial signage to be determined depending on the retail provider.

#### **Guideline 3.2.4 Residential Uses**

A: Not applicable.

B: Residential units are accessed by at-grade lobbies, distinguished from the exterior by awnings.

C: Ground-floor, individually-accessed residential units are not contemplated due the priority of ground-floor retail in this portion of downtown.

D: The building contains a high proportion of two-bedroom units. All residential units have immediate access to private balconies, and shared access to the rooftop outdoor amenity space.

E: Not applicable.

F: Not applicable.

#### **Guideline 3.2.5 Sloping Conditions**

The subject site encompasses three street frontages, with Granville and Hollis at different elevations and Sackville sloping between them. Given the block proportions (*i.e.* running north-south), and the existing roles these three streets play in the function of downtown, the architectural design of the building treats Granville and Hollis as the primary frontages. As a result, the relatively short and steep stretch of Sackville is unable to be effectively utilized for access to the building. The retail display of the Hollis and Granville frontages are wrapped around to Sackville as much as practicable and the Sackville frontage is clad in transparent glazing that allows for a visual interface between the interior and street activities.

#### **Guideline 3.2.6 Pedestrian Walkways**

Not applicable.

#### **Guideline 3.2.7 Other Uses**

A: The residential and hotel lobbies include a high proportion of glazing and contribute to frequent entries along the Hollis and Granville frontages.

### **Guideline 3.3.1 Building Articulation**

A: The building is articulated into a “base” created by the hotel podium, a “middle” created by the towers, and a “top” created by the penthouses.

B: The building borrows materials (e.g. glazing, aluminum panels) found in other buildings in the area (The Maple, etc.) while adding to the variety of architectural expression in the area through the use of massing, orientation (two alternating towers), and detailing.

C: The massing is articulated through features and changes in materials, such as the dark aluminum cladding on the band of hotel rooms making up the top portion of the streetwall.

D: All facades, with the exception of the fire wall adjacent to (i.e. hidden by) the MetroPark Garage, are treated with the same high level of design quality.

### **Guideline 3.3.2 Materials**

A: The building is clad in glass, aluminum curtain wall systems, aluminum paneling, and stone detailing. All of these materials systems are designed to be of high quality, durable, aesthetically-pleasing, and easy to install with a high degree of precision.

B: The building uses a limited and unified palate of materials, with careful changes in materials used to delineated changes in the different functions of the building.

C: Materials are consistent across facades.

D: Materials are consistent around building corners.

E: The building uses stone, glass, concrete, and aluminum.

F: The materials are not intended to mimic other materials.

G - J: None of these materials are proposed.

### **Guideline 3.3.3 Entrances**

A: The building has multiple entrances to serve the various functions of the building (residential, hotel, retail). These entrances are emphasized in various ways, including the use of recesses in the building facade, awnings, signage, and materials detailing.

B: Awnings and recesses provide pedestrian weather protection over the building's various entrances.

### **Guideline 3.3.4 Roof Line and Roofscapes**

A: The roof of the buildings differ from the building "middle" through the massing of the penthouse levels.

B: The building "tops" incorporate similar glazing as the "middles" of the building to bring consistency to the building design.

C: Landscaped amenity space is provided both on the roof of the podium and on the top of the towers.

D: Rooftop mechanical features and rooftop access points are enclosed (screened from view) within the penthouse on top of each tower.

E: Not applicable.

F: Parapet design is consistent around all sides of each roof.

### **Guideline 3.4.1 Prominent Frontages and View Termini**

A: Not applicable.

B: The Sackville frontage is defined as a prominent civic frontage on Map 1 of the Design Manual. This frontage, as well as all frontages on the building, has a high quality of streetwall design.

### **Guideline 3.4.2 Corner Sites**

The building includes two corners; one at Hollis and Sackville and one at Granville and Sackville. These two corners are given the same high quality of materiality and design afforded to the rest of the building. Because these corners are relatively small in the scope of the overall site and building mass, and because the two corners are in relative proximity to each other, no unique architectural treatment is proposed (e.g. spire or turret).

### **Guideline 3.4.3 Civic Buildings**

Not applicable.



**Guideline 3.5.1  
Vehicular Access, Circulation, Loading  
and Utilities**

A: All motor vehicle parking is located underground.

B: The width of the garage access is the smallest it can functionally be, is recessed, and is located adjacent to the non-pedestrian streetscape created by the MetroPark Garage.

C: Loading, storage, utilities, and solid waste pickup are all accessed from inside the parking garage, out of view from public streets and spaces and residential uses.

D: Not applicable.

E: Utilities, meters, and mechanical equipment are integrated in interior service rooms and within the screened rooftop penthouses.

F: Ventilation is not located adjacent to public streets. Utility hookups are contained within the building and within underground vaults.

**Guideline 3.5.2  
Parking Structures**

Not applicable.

**Guideline 3.5.3  
Surface Parking**

Not applicable.

**Guideline 3.5.4  
Lighting**

The lighting concept includes a variety of lighting methods, including up-lighting, edge lighting along landscaping and other distinctive features, and a back-lit perforated metal screen. The lighting concept highlights key elements of the building, and is designed to be glare-free and without light trespass onto neighbouring properties.

**Guideline 3.5.5  
Signs**

Signage will be designed once retail tenants and the hotel provider have been established. Signs will be wall signs (*i.e.* not pylons, rooftop signs, or billboards) and will be of materials in keeping with the design of the building.

# Land Use By-law Requirements

- |                                       |  |
|---------------------------------------|--|
| <b>7(1) Permitted Land Uses</b>       | <b>Yes.</b> Proposed uses are commercial uses, residential uses, and uses accessory to the foregoing.  |
| <b>7(4a) Residential Dwelling Mix</b> | <b>Yes.</b> The residential unit mix includes 416 units, of which 192 (46.2%) include two bedrooms.  |
| <b>7(5) Residential Access</b>        | <b>Yes.</b> The residential lobbies are located at ground level on Granville Street and are separate from non-residential uses.  |
| <b>8(1) Lot Frontage</b>              | <b>Yes.</b> All lots have frontage on a street.  |
| <b>8(2) Number of Buildings</b>       | <b>Yes.</b> Lot lines will be adjusted prior to development permitting such that only one building is located on a lot.  |
| <b>8(7) Post-bonus Height</b>         | <b>Yes.</b> Maximum post-bonus height is 66 metres on the site (measured from average grade), with exemptions for certain rooftop features. The building is 65.38 metres high as measured from average grade. Exempt features are addressed in 8(8). |
| <b>8(8) Rooftop Features</b>          | <b>Yes.</b> Elevator access, penthouses, and mechanical equipment occupy 29.2% of the south tower roof and 23.6% of the north tower roof.  |
| <b>8(10) Rooftop Feature Setback</b>  | <b>Yes.</b> All rooftop features exceeding the maximum height are set back a minimum of 3 metres from the outer edge of the roof.  |

- 8(12) Landscaping for Flat Roofs** **Yes.** Flat rooftops not required for mechanical equipment are landscaped to provide amenity space for residents and guests.
- 8(13) Land Uses at Grade** **Yes.** All ground floors of the building have a floor-to-floor height greater than 4.5 metres.
- 8(14) View Plane Requirements** **Yes.** View Plane 6 extends over the southwest corner of the site. The proposed building does not protrude through the view plane.
- 8(20) Cladding Materials** **Yes.** Proposed exterior materials do not include any on the prohibited list.
- 9(1) Streetline Setbacks** **Yes.** Streetline setbacks range from 0 metres to 1.5 metres, with the exception of a very small portion at the garage entry. This deviation is accommodated by the definition of streetwall, *“which does not include minor recesses for elements such as doorways”*.
- 9(2) Maximum Streetwall Height** **Variance.** The maximum streetwall height permitted on the site is 18.5 metres. The proposed streetwall is up to 23.32 metres high. See Variance Request 1.
- 9(3) Minimum Streetwall Height** **Variance.** The streetwall is at its lowest on the south podium on the Granville frontage. This streetwall, excluding the metal screen, is as low as 5.58 metres. See Variance Request 1.
- 9(5) Streetwall Width** **Variance.** The continuity of the Hollis and Granville streetwalls are broken by a through-block pedestrian connection. The streetwall on Granville is also reduced for a small area for outdoor seating for the hotel café, and a small area adjacent to the MetroPark garage for emergency egress. See Variance Request 2.

**9(7) Streetwall Stepbacks**

**Variance.** Stepbacks above the streetwall range from 2 metres to 4.77 metres. A variance is needed for all stepbacks of less than 3 metres at heights below 33.5 metres, and less than 4.5 metres at heights above 33.5 metres. See Variance Request 3.

**10(7) High-Rise Setback**

**Variance.** The high-rise portion of the south tower is set back from interior lot lines by 4 metres; less than the required 11.5 metres. A variance is needed. See Variance Request 3.

**10(9) Tower Separation**

**Variance.** The high-rise portion of the two towers are separated from each other by 15 metres; less than the 23 metres required for residential towers. A variance is needed. See Variance Request 4.

**10(11) Tower Width**

**Variance.** The south tower has a width of 56.23 metres, which exceeds the maximum tower width of 38 metres. A variance is needed. See Variance Request 4.

**10(13) Balconies**

**Variance.** Balconies encroach into setbacks, stepbacks, and separation distances. Most are not more than 2 metres. However, the north and east sides of the south tower encroach by up to 2.4 metres, and all balconies exceed more than 50% of the horizontal width of the building face. A variance is needed. See Variance Request 5.

**14(15) Bicycle Parking**

**Yes.** Bicycle parking is provided, with 172 Class A spaces and 51 Class B spaces.

# Public Benefit

Map 4 indicates a pre-bonus maximum height on the site of 51 metres. The building includes five floors above or partially above this height, each with a gross floor area of 2,052 m<sup>2</sup>.

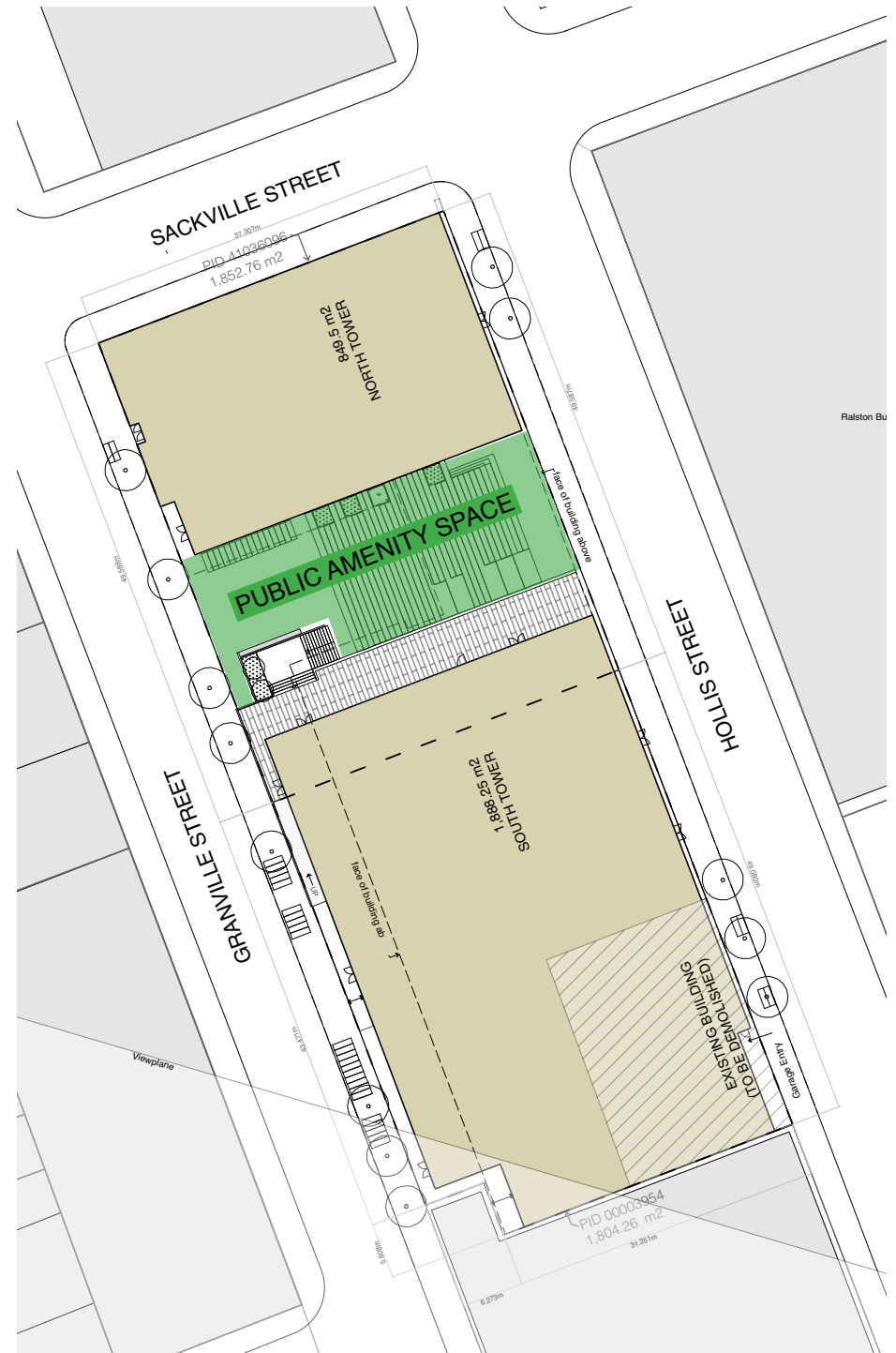
The rate used is \$40.00/m<sup>2</sup> adjusted using the Statistics Canada, Province of Nova Scotia CPI on June 16, 2019 (the anniversary date of the By-law approval). As per the calculations of the LUB, the required public value is:

$$(5 \text{ floors}) * (2,052 \text{ m}^2/\text{floor}) * (\$47/\text{m}^2) = \$482,220$$

The public benefits proposed to meet these contribution include:

*(b) the provision of publicly accessible amenity or open space, where a deficiency in such spaces exists;*

The public space contribution includes investment in higher-quality finishes and public amenities, such as street trees and furniture, to provide high-quality public space in the through-block pedestrian connection.







Attachment C: Variance Requests

# SKYE HALIFAX

SITE PLAN APPROVAL | 2019.10.08 | APPLICATION

## Variance Request 1 Streetwall Height

Subsection 9(2) and Map 7 of the LUB establish a maximum streetwall height of 18.5 metres on the site. Subsection 9(3) establishes a minimum streetwall height of 11 metres. The building itself is surrounded by three different streets, each at a different elevation and each sloping to various degrees. As a result, the streetwall height (per the LUB definition) on Granville ranges from 5.58 metres to 18.09 metres, the streetwall height on Sackville Street is 21.06 metres, and Hollis ranges from 22.64 metres to 23.32 metres. Granville Street requires a variance to minimum streetwall height, while Sackville and Hollis Streets require a variance to maximum streetwall height.

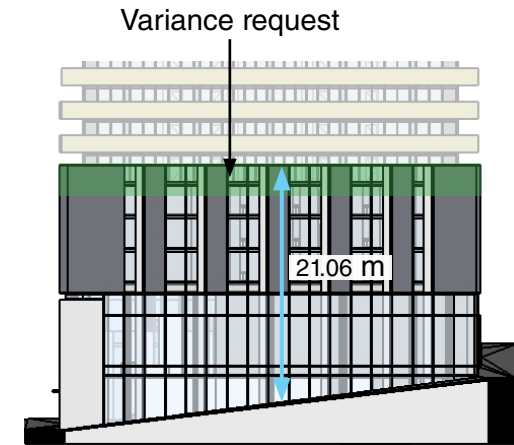
Subsection 3.6.3 of the Design Manual permits a variance for streetwall height where:

*a) the streetwall height is consistent with the objectives and guidelines of the Design Manual; and*

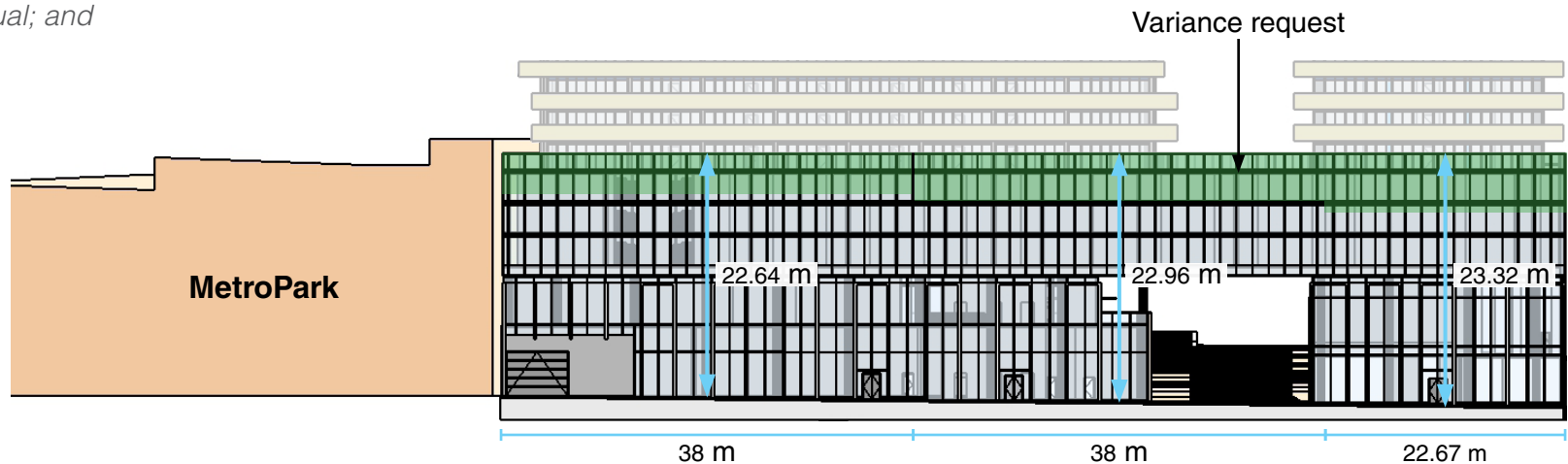
*[...]; or*

*c) the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or [...]*

The guidelines of the Design Manual outline that streetwall height should *generally* form a 1:1 ratio with street widths, and sets maximum streetwall heights accordingly. However, the Design Manual clearly contemplates allowing a variance to this guideline, including situations where a variance would increase consistency with abutting streetwalls. In this case, the requested variance on Hollis Street brings the proposed building into better consistency with the streetwall height of the only abutting building, the MetroPark. On Sackville Street, the variance allows a smooth connection between the Hollis and Granville streetwalls. The variance also assists with guideline 3.2.4(d) (outdoor amenity space) by providing a consistent roof grade on the podium, thereby increasing its usability.



**Sackville Street**

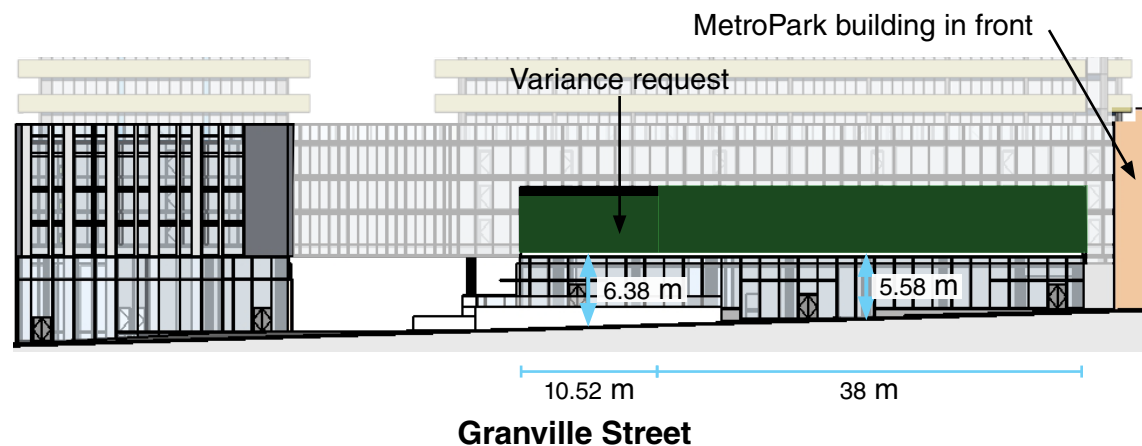


**Hollis Street**



On Granville Street, a variance to the minimum streetwall height is required. The ground floor retail / residential lobby / hotel amenity space has a streetwall height of 5.58 metres to 6.38 metres as defined by the Land Use By-law. The second floor is not able to be bumped out to the same plane because this would create hotel units that were unusably deep. Conversely, the ground floor cannot be inset to meet the plane of the hotel level because this would create a large streetwall setback, contrary to the Design Manual objectives.

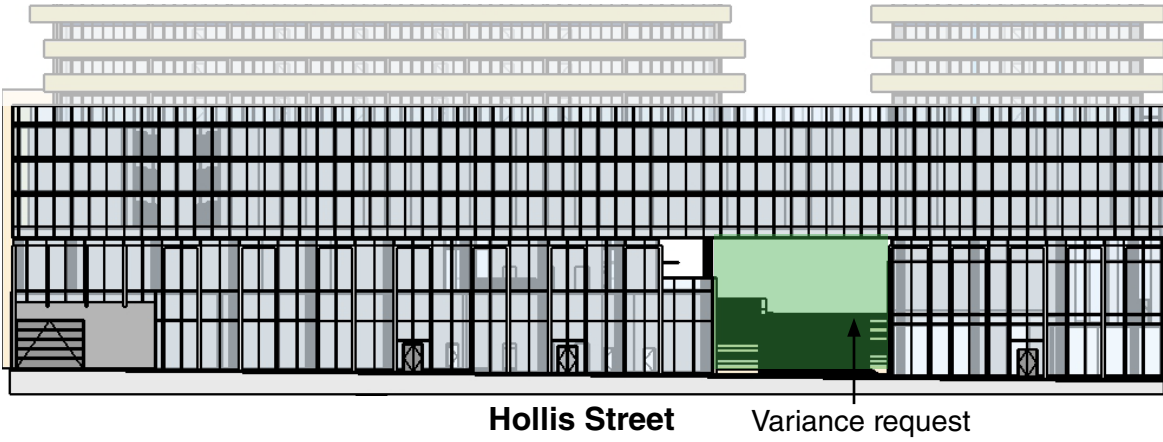
A perforated metal screen is included to continue the plane created by the first floor, up and above the minimum streetwall height of 11 metres. While this screen does not meet the technical definition of streetwall in the LUB, it fulfills the Design Manual objective of providing a sense of enclosure to people on the street.



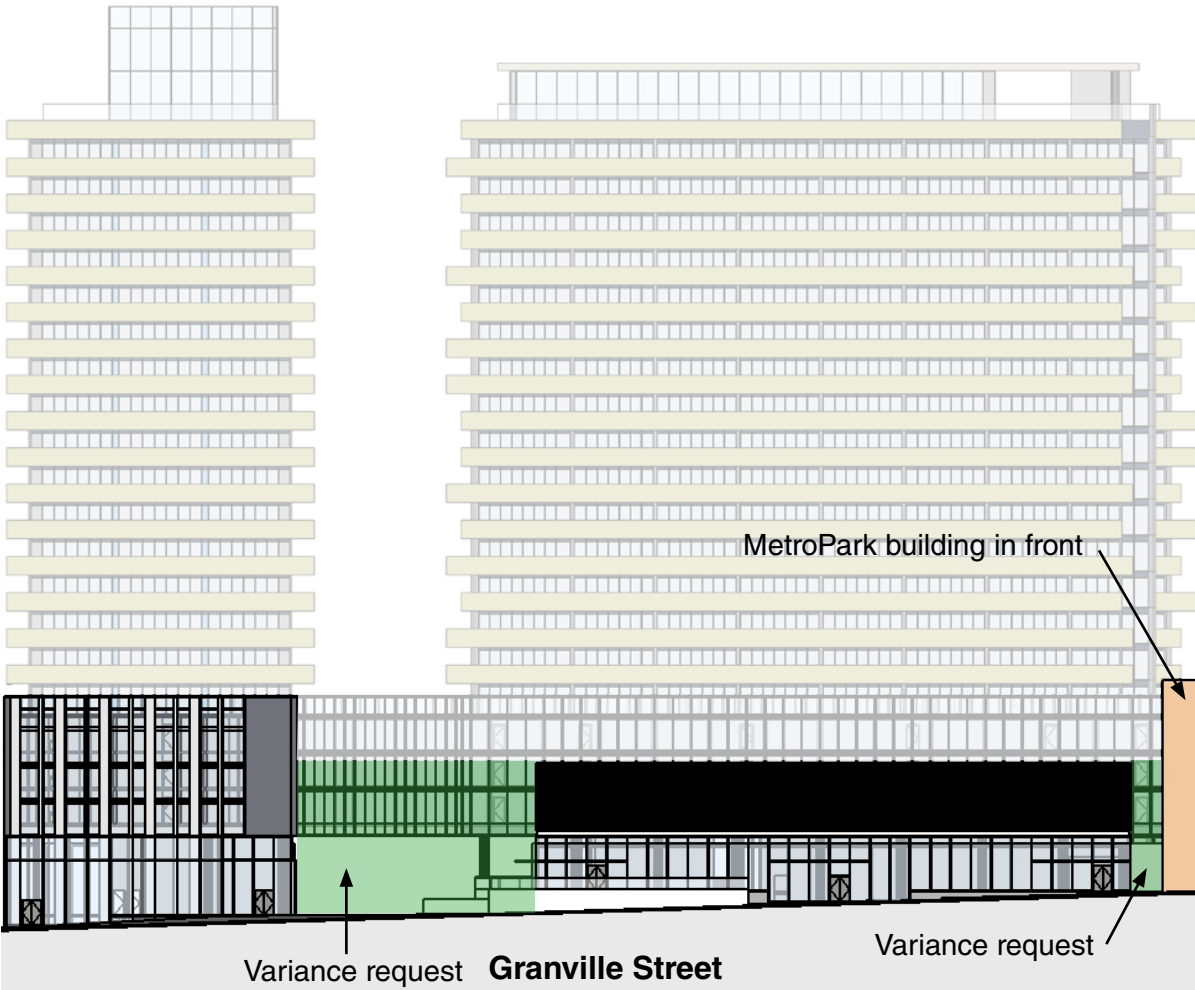
## **Variance Request 2 Streetwall Width**

Subsection 9(5) of the LUB requires the streetwall to extend 100% of the width of the block. The proposed building design includes a through-block pedestrian connection and “seating stairs” between the north and south tower. It also includes a small adjacent outdoor area for hotel café seating. Combined these create gap for approximately 21% of the streetwall on the Granville Street frontage. On the very southwest corner of the building there is also a small (1.18 m) gap to allow for emergency egress.

Subsection 3.6.4 of the Design Manual permits a variance for the streetwall width. Consistent with the variance criteria, a variance in this case would have a clear purpose and would contribute to the public realm, both in terms of pedestrian connections and in terms of places for pedestrians to “dwell” and bring activity to the street.



**Hollis Street** Variance request



MetroPark building in front  
Variance request **Granville Street** Variance request

### Variance Request 3 Stepbacks and Setbacks

Subsection 9(7) of the LUB requires stepbacks of 3 metres and 4.5 metres for the mid-rise and high-rise portions of towers, respectively. Subsection 10(7) requires the high-rise portion of towers to be set back from internal lot lines by 11.5 metres. The proposed building has stepbacks ranging from 2 metres to 4.77 metres, and the south tower is set back 4 metres from the south lot line and 4.63 metres from the south-west internal lot line.

Subsection 3.6.5 of the Design Manual permits variance of the upper storey streetwall stepbacks where:

- a) the upper storey streetwall stepback 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 need for stepbacks, and indeed the location and orientation of the towers, is heavily influenced by the provision of the through-block pedestrian connection.

Developing the dimensions and locations of the towers—particularly where mixed uses are present—is a delicate balancing act of aligning parking ramps, internal connections, emergency accesses, and elevators, while still ensuring floorplates have a workable size for their intended use.

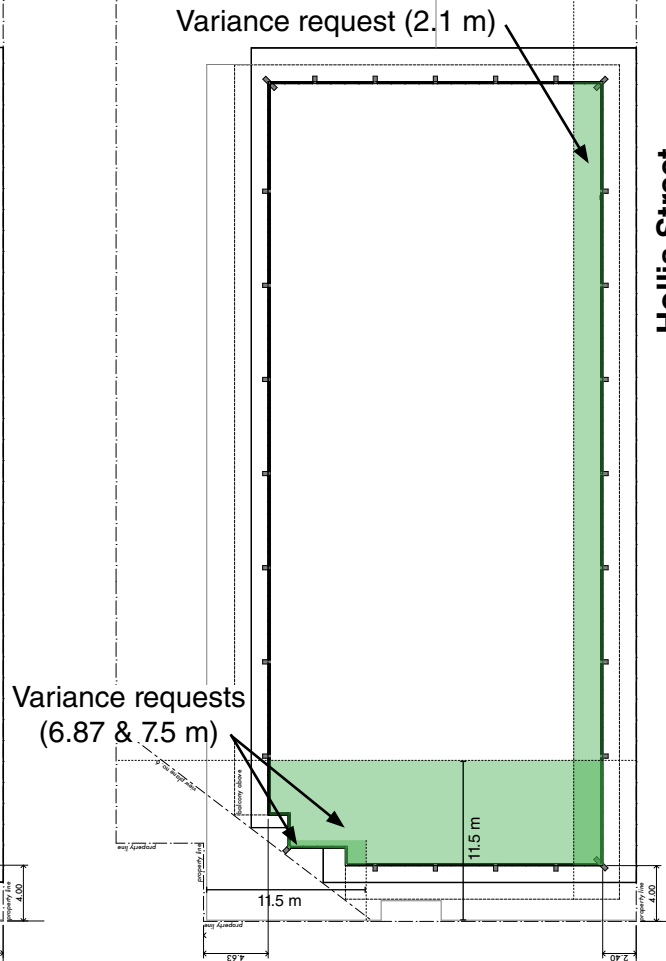
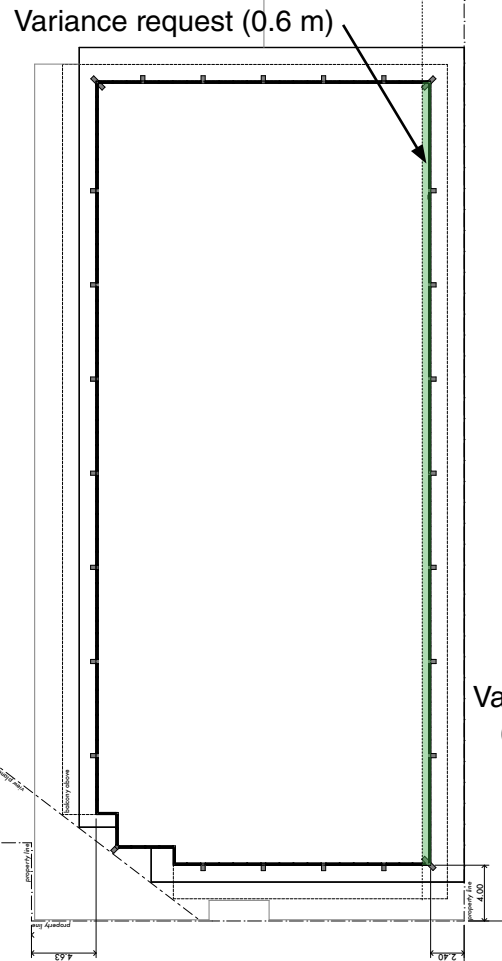
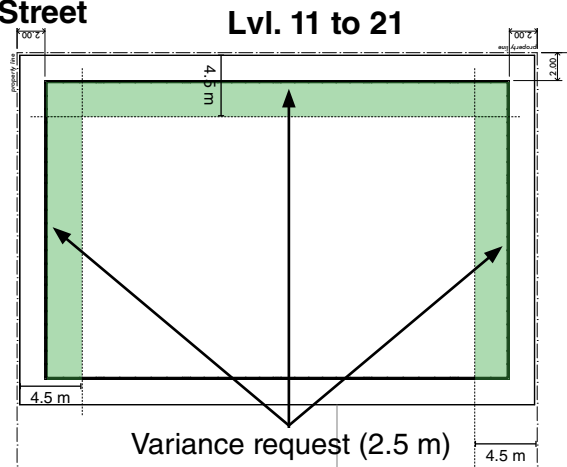
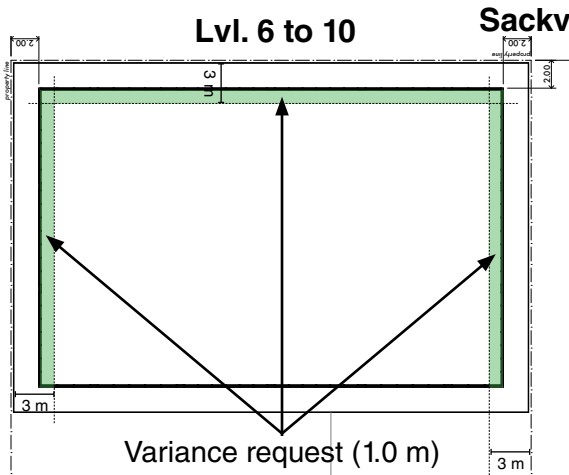
Providing the through-block connection greatly reduces the flexibility around the other design factors and necessitates the reduction in stepbacks to accommodate the north tower. Or, conversely, varying the stepbacks on the north tower enables the positive benefit of providing a through-block pedestrian connection.

Reducing the stepbacks on the south tower allows it to continue the plane of the north tower's western façade, providing the positive benefit of architectural cohesion between the two towers.

Subsection 3.6.6 of the Design Manual permits variance of the upper storey side yard stepbacks where:

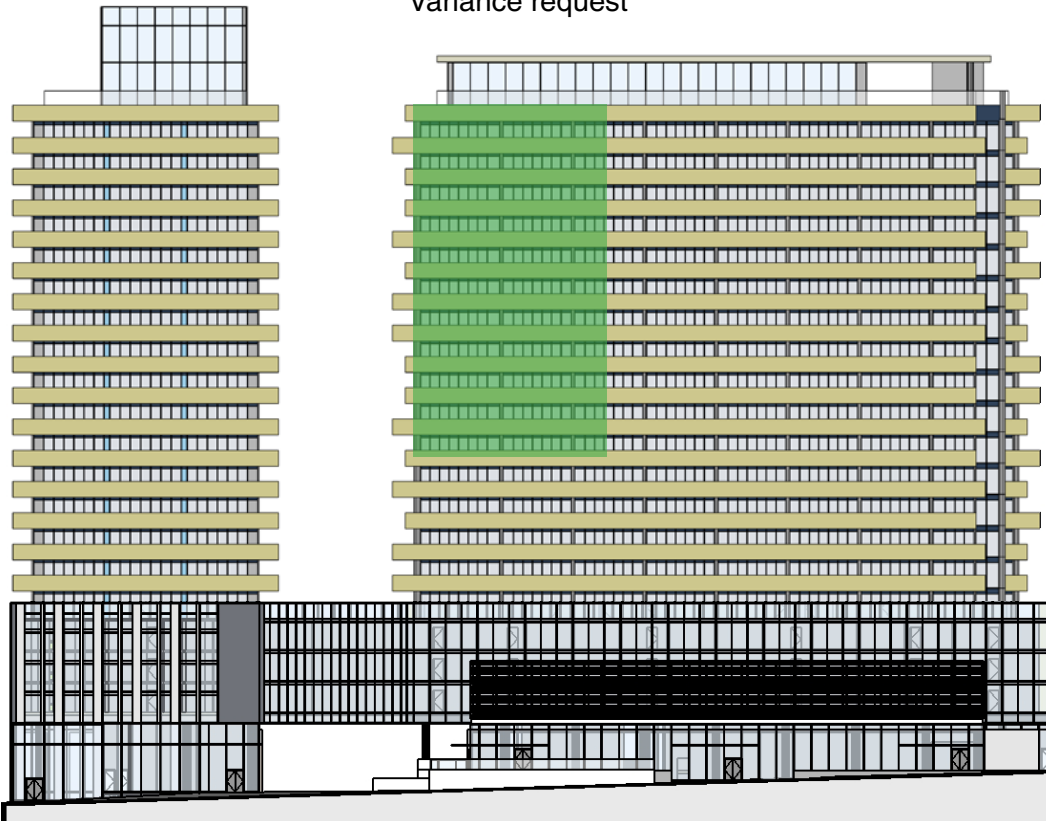
- a) the upper storey side yard stepback is consistent with the objectives and guidelines of the Design Manual; and*
- [...]; or*
- c) a reduction in setback results in the concealment of an existing blank wall with a new, well designed structure.*

The proposed reduction in setbacks from the south and south-west property lines will ensure the blank wall on the MetroPark garage stairwell tower is obscured. Additionally, this variance will not prejudice development on the MetroPark site because that property is located under View Plane 6 and is not developable beyond its current height.



**Hollis Street**

Variance request



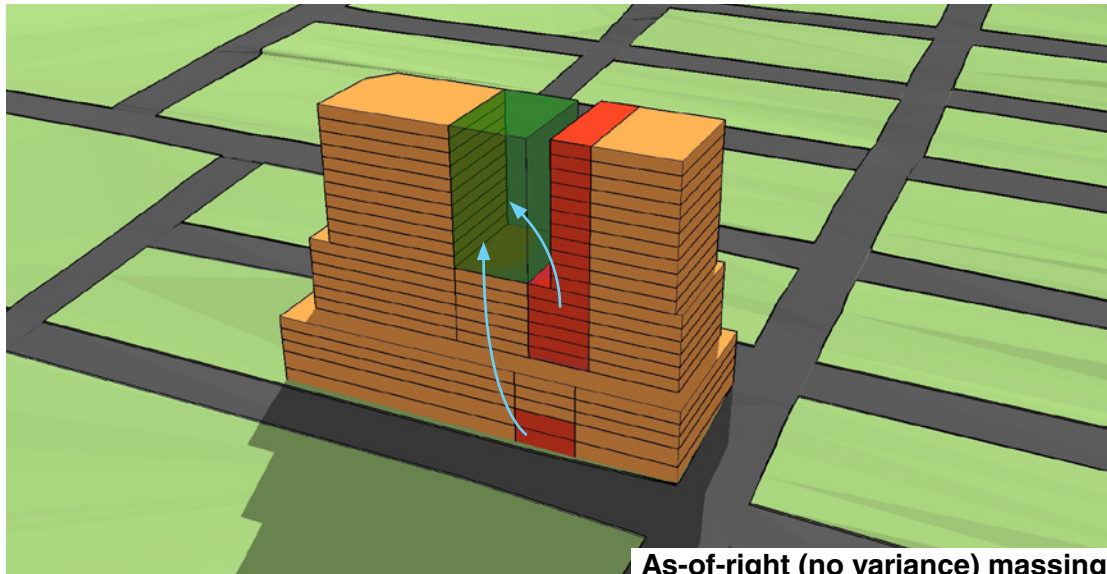
#### Variance Request 4 Tower Width and Separation

Subsection 10(9) requires a tower separation of 17 metres for commercial buildings and 23 metres for residential buildings. The proposal has a tower separation of 15 metres. Subsection 10(11) of the LUB restricts tower width (above 33.5 metres height) to 38 metres. The south tower has a width of 56.23 metres. These changes result from a reallocation of floor area assigned in an as-of-right scenario to the north tower, the mid-rise portion of the building, and the through-block pedestrian connection (see image).

Subsection 3.6.7 of the Design Manual permits a variance where:

- a) the maximum tower width is consistent with the objectives and guidelines of the Design Manual; and
- b) the modification results in a clear public benefit such as the remediation of an existing blank building wall

These proposed variances create a clear public benefit by enabling the through-block pedestrian connection. The requested variances also improve the architectural expression of the building by creating two distinct towers instead of one large mass joined by a continuous mid-rise wall.



As-of-right (no variance) massing

## Variance Request 5 Balconies

Subsection 10(13) of the LUB allows balconies to project into required setbacks, stepbacks, and separation distances provided the projection is no more than 2 metres and the balconies do not exceed an aggregate width more than 50% of the building width.

On the north tower all balconies project into the streetwall stepback, the upper story setbacks, and the tower separation distance by 2 metres. The balconies cover 112% of the tower width.

The south tower has a pattern of offset balconies. As a result, the following balcony encroachments occur:

### Floors 7, 8, 10, 12, 15, 16, 18, & 21

Streetwall & upper story stepback:	2.4 m
Internal lot line setback:	1.2 m
Tower separation:	2.4 m

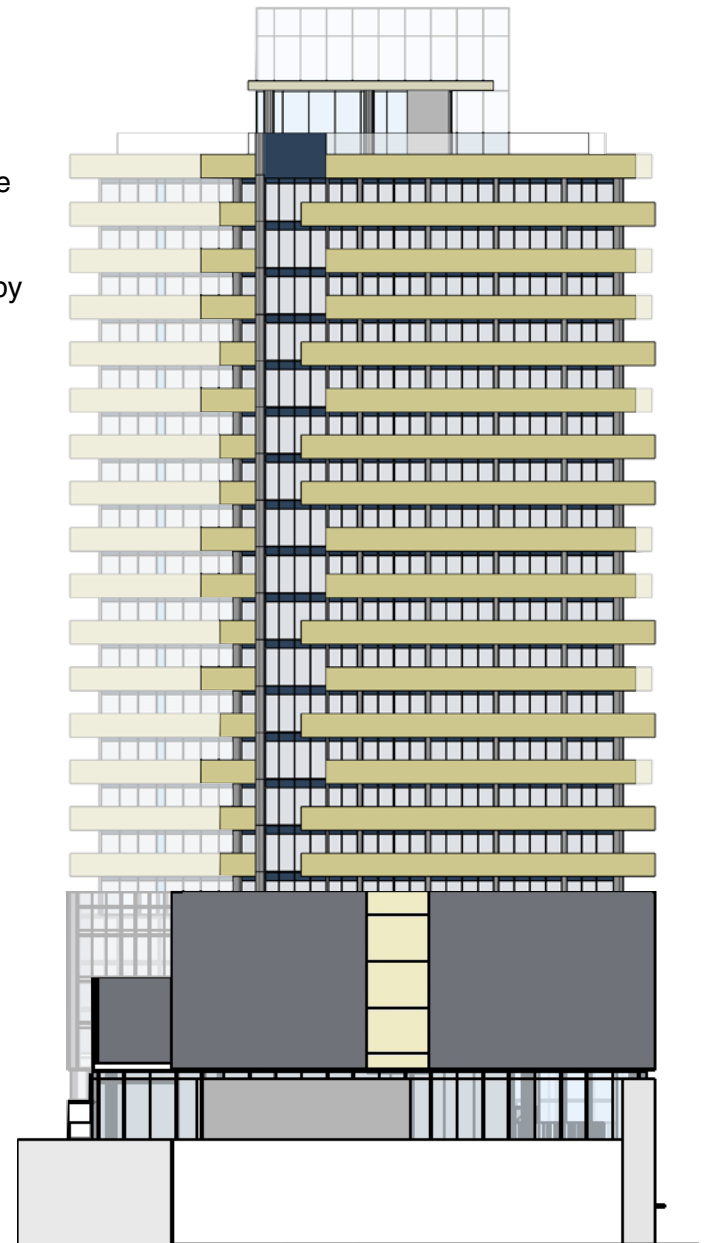
### Floors 9, 11, 13, 14, 17, 19, 20, & RT

Streetwall & upper story stepback:	1.2 m
Internal lot line setback:	2.4 m
Tower separation:	1.2 m

The balconies cover between 88% and 115% of the tower width in the east-west direction and between 97% and 106% of the tower width in the north-south direction.

A variance is needed for the additional 0.4 metres on any balcony that encroaches by 2.4 metres, and a variance is needed for all balconies to exceed 50% of the tower widths.

Subsection 10(14) of the LUB permits these requirements to be varied where the variation would be consistent with the Design Manual. This variation would ensure every residential unit has the benefit of private outdoor amenity space, and would increase the visual interest of the building by allowing the off-set location of balconies at alternating floor levels.



Salter Street

# Attachment D: Renderings, Floorplates and Cross Sections



GRANVILLE STREET VIEW

## SKYE HALIFAX SITE PLAN APPLICATION

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United Gulf Developments Limited, Halifax

November 2019





HOLLIS STREET / SACKVILLE STREET VIEW



HOLLIS STREET VIEW



SACKVILLE STREET / GRANVILLE STREET VIEW



GRANVILLE STREET VIEW



GRANVILLE STREET VIEW

**DRAWING LIST:**

- A-0.1 COVER
- A-0.2 PERSPECTIVE
- A-0.3 PERSPECTIVE
  
- A-1.1 PROJECT STATS
- A-1.2 SURVEY
  
- A-2.1 P2-P4
- A-2.2 P1
- A-2.3 LOWER GROUND
- A-2.4 UPPER GROUND
- A-2.5 HOTEL/RESIDENTIAL LEVELS 3-5
- A-2.6 LEVEL 6 RESIDENTIAL
- A-2.7 LEVELS 7-21 TYPICAL RESIDENTIAL
- A-2.8 AMENITY - LEVEL 22
- A-2.9 ROOF PLAN

- A-3.1 EAST ELEVATION
- A-3.2 WEST ELEVATION
- A-3.3 NORTH ELEVATION

- A-4.1 WEST-EAST SECTION
- A-4.2 SOUTH-NORTH SECTION

**Texpark**  
June 25th, 2019

Floor Area												Parking		Hotel Units		Condominium Units								RSA TOTAL		
Level	total levels	Ht / flr	Total Ht _m	GCA/level	Total GCA	Interior Residential Amenity	GFA Deductions	Retail GFA	Hotel GFA	Condominium GFA	Total GFA	Resident Vehicle Parking	Commercial Vehicle Parking	per floor	total	S per level	S total	1b per level	1b total	2b per level	2b total	3b per level	3b total	Total Units		
P2-P4	3			3,450	10,350		10,350					225	0													
P1	1			3,450	3,450		3,450					42	27													
Subtotal Below Grade	4				13,800		13,800					267	27													
Lower Ground	1	6.70	6.70	3,294	3,294			1,442	368	0	1,810															
Upper Ground	1	5.50	5.50	2,738	2,738			914	1,143	570	2,626															
levels 3-5	3	2.95	8.85	2,831	8,493			0	8,493	0	8,493			43	129	0	0	0	0	0	0	0	0	0	0	402
level 6	1	2.95	2.95	2,051	2,051			0	0	2,051	2,051					0	0	14	14	12	12	0	0	26	#REF!	
level 7	1	2.95	2.95	2,051	2,051			0	0	2,051	2,051					0	0	14	14	12	12	0	0	26		
levels 8-20	13	2.95	38.35	2,051	26,666			0	0	26,666	26,666					0	0	14	182	12	156	0	0	338	4,602	
level 21	1	3.50	3.50	2,051	2,051			0	0	2,051	2,051					0	0	14	14	12	12	0	0	26		
level 22 / amenity	1	5.45	5.45	702	702	518		0	0	702	702														358	
level 23 / mech.		3.50		271	271			0	0	271	271															
Subtotal Above Grade	22				48,317	518	0	2,356	10,003	34,362	46,722															
<b>Project Totals</b>	<b>22</b>		<b>74.25</b>		<b>62,117</b>	<b>518</b>	<b>0</b>	<b>2,356</b>	<b>10,003</b>	<b>34,362</b>	<b>46,722</b>	<b>267</b>	<b>27</b>		<b>129</b>	<b>0</b>		<b>224</b>	<b>192</b>		<b>0</b>		<b>416</b>	<b>#REF!</b>		

502,726 sf

Floor Area Summary	
Site Area	3,645
Total Residential Units	416
Res GFA Above Grade	34,362
Non GFA Above Grade	10,003
Total GFA Above Grade	46,722
Interior Residential Amenity	518
Hotel Rooms	129
FSI	12.82

Vehicular Parking Summary	
	Proposed
Visitor Parking	0
Resident Parking	267
Car Share	0
Commercial Parking	27
<b>Totals</b>	<b>294</b>

Bicycle Parking Summary			
	Proposed		
	Class A	Class B	Totals
Residential	167	41	208
Hotel	5	2	7
Retail	0	8	8
<b>Totals</b>	<b>172</b>	<b>51</b>	<b>223</b>

	Required	Required	Required
	A	B	
Residential	166.4	41.6	208
Hotel	5.6	1.4	7
Retail	1.6	6.4	8

Bldg Height Summary (m)			
	proposed	permitted	average grade
Main Roof Height	65.38	66.00	
Mech P.H. Height (South Tower)	70.79		
Mech P.H. Height (North Tower)	75.43		

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**SKYE HALIFAX  
UNITED GULF**

**Project Statistics**

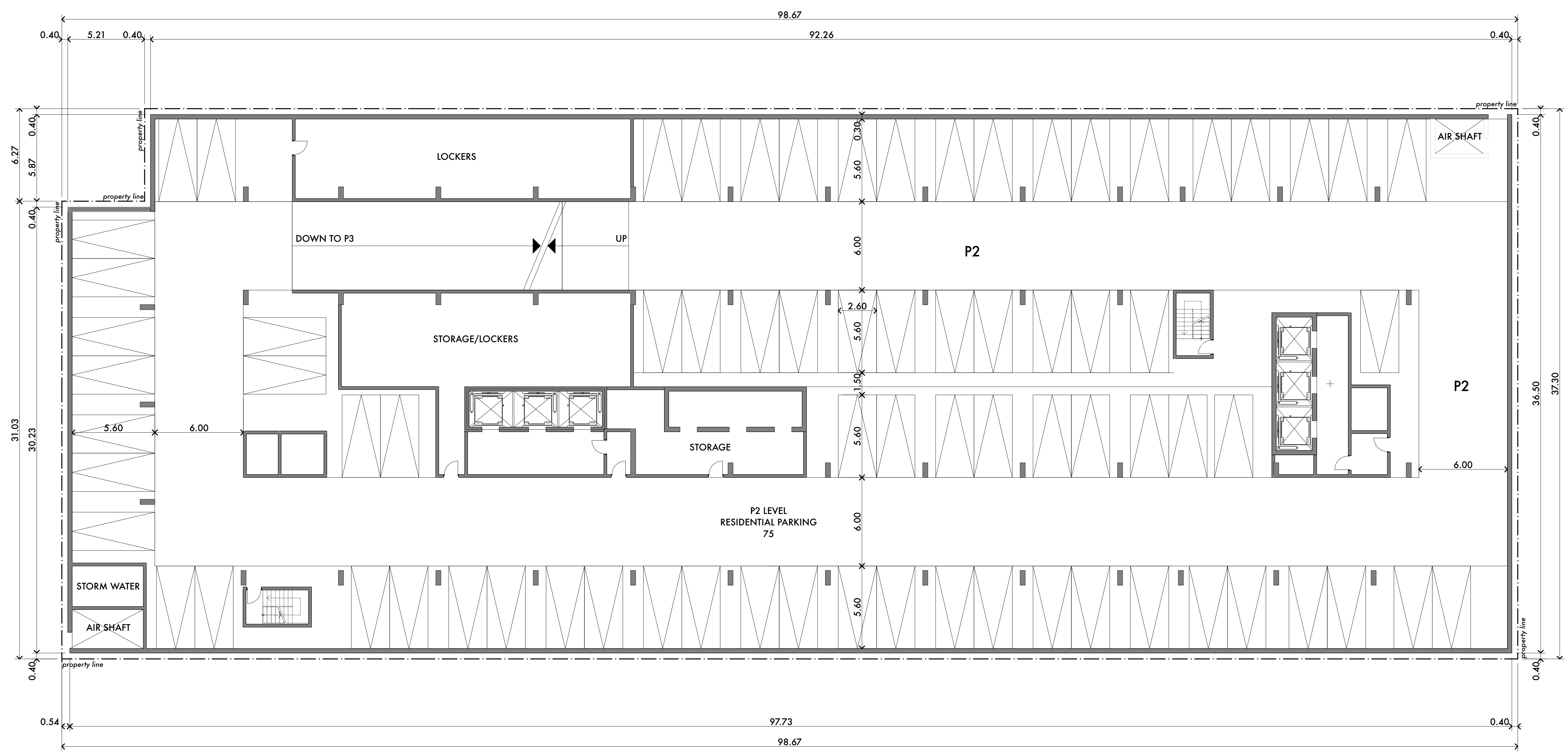
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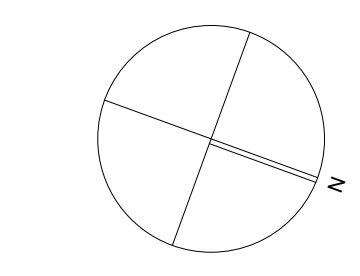
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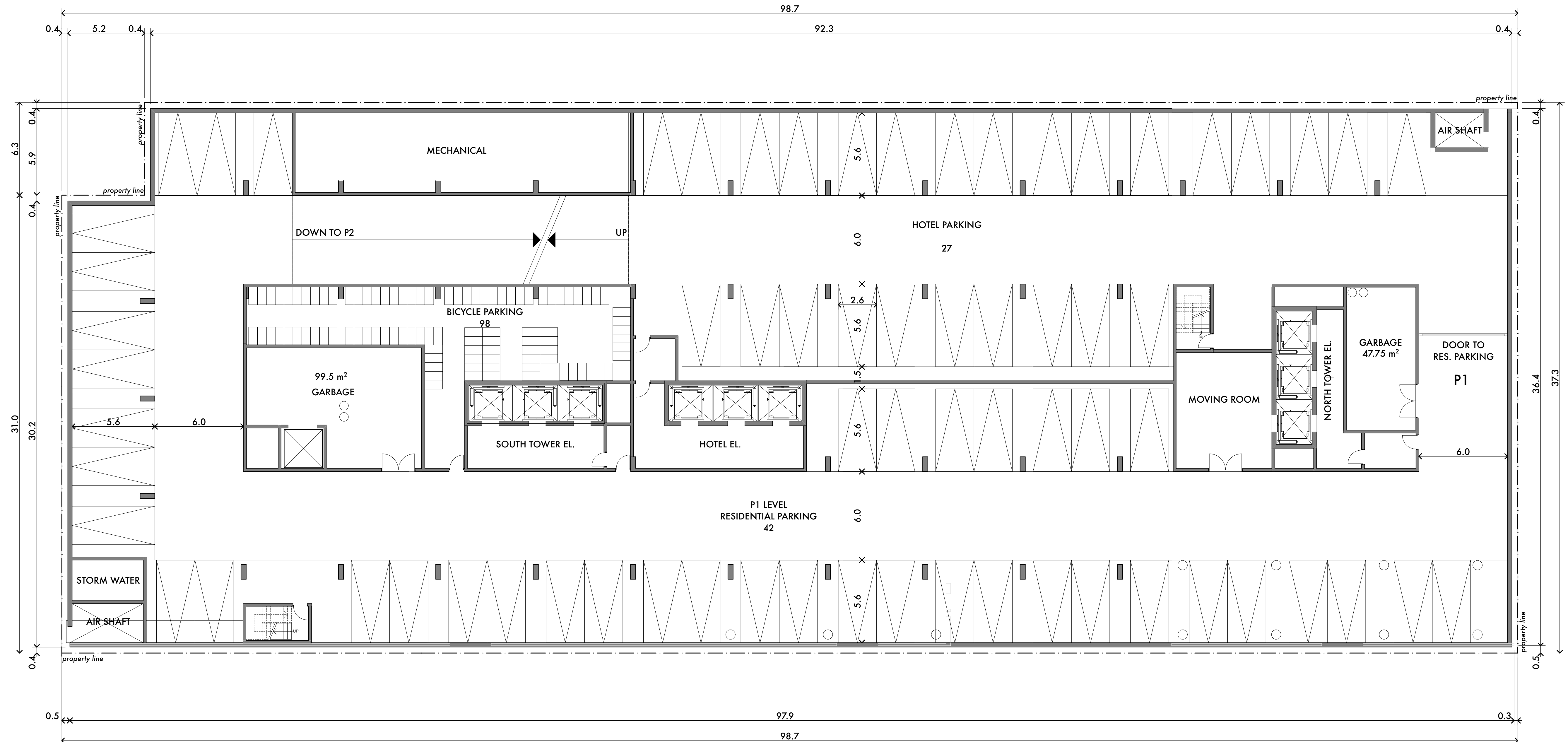
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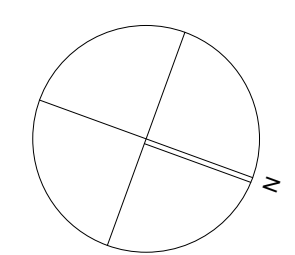
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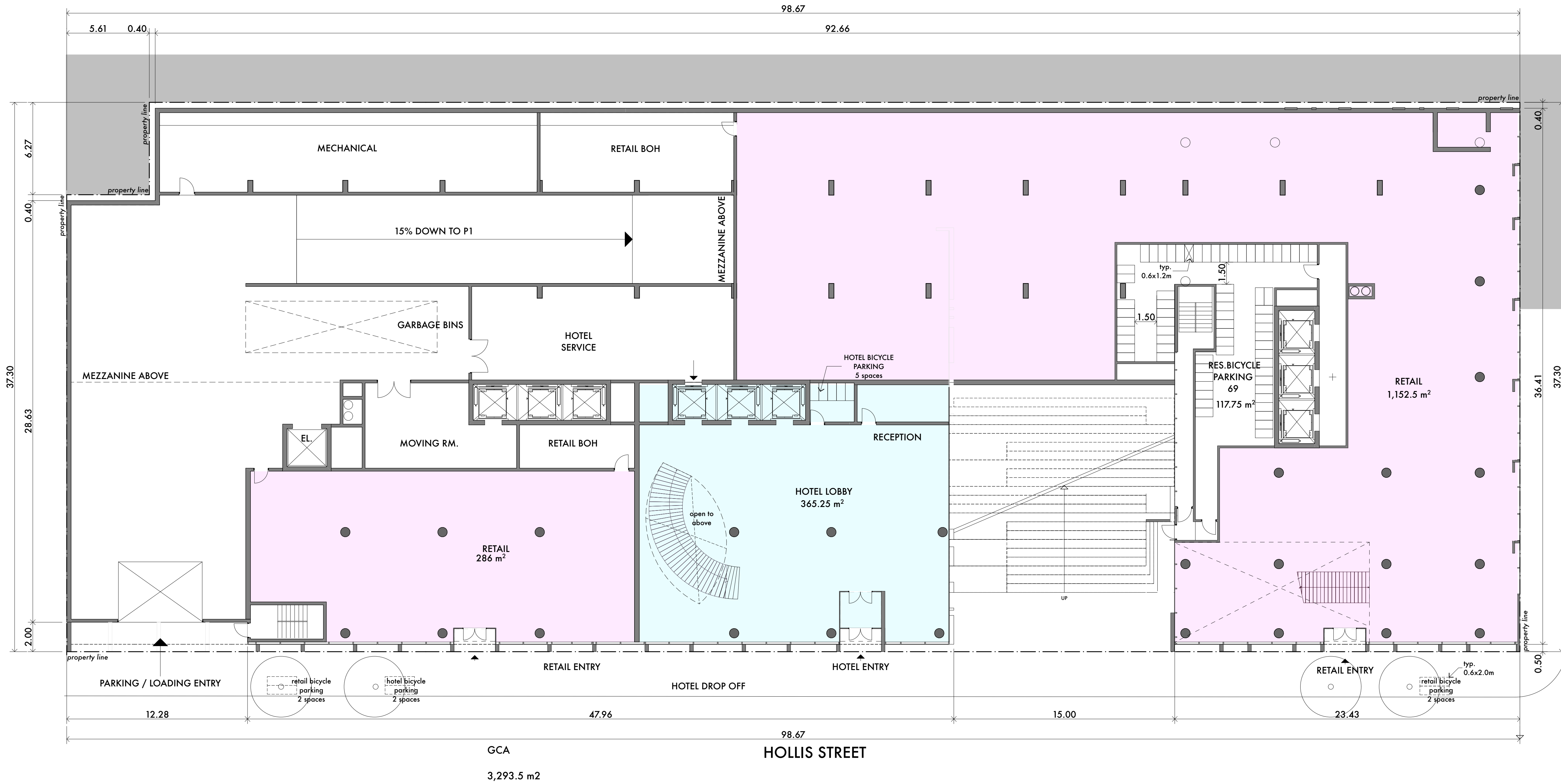
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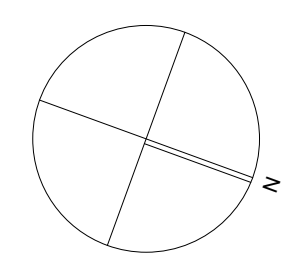
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HOLLIS STREET

Lower Ground

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See Issuance Summary

**A-2.3**

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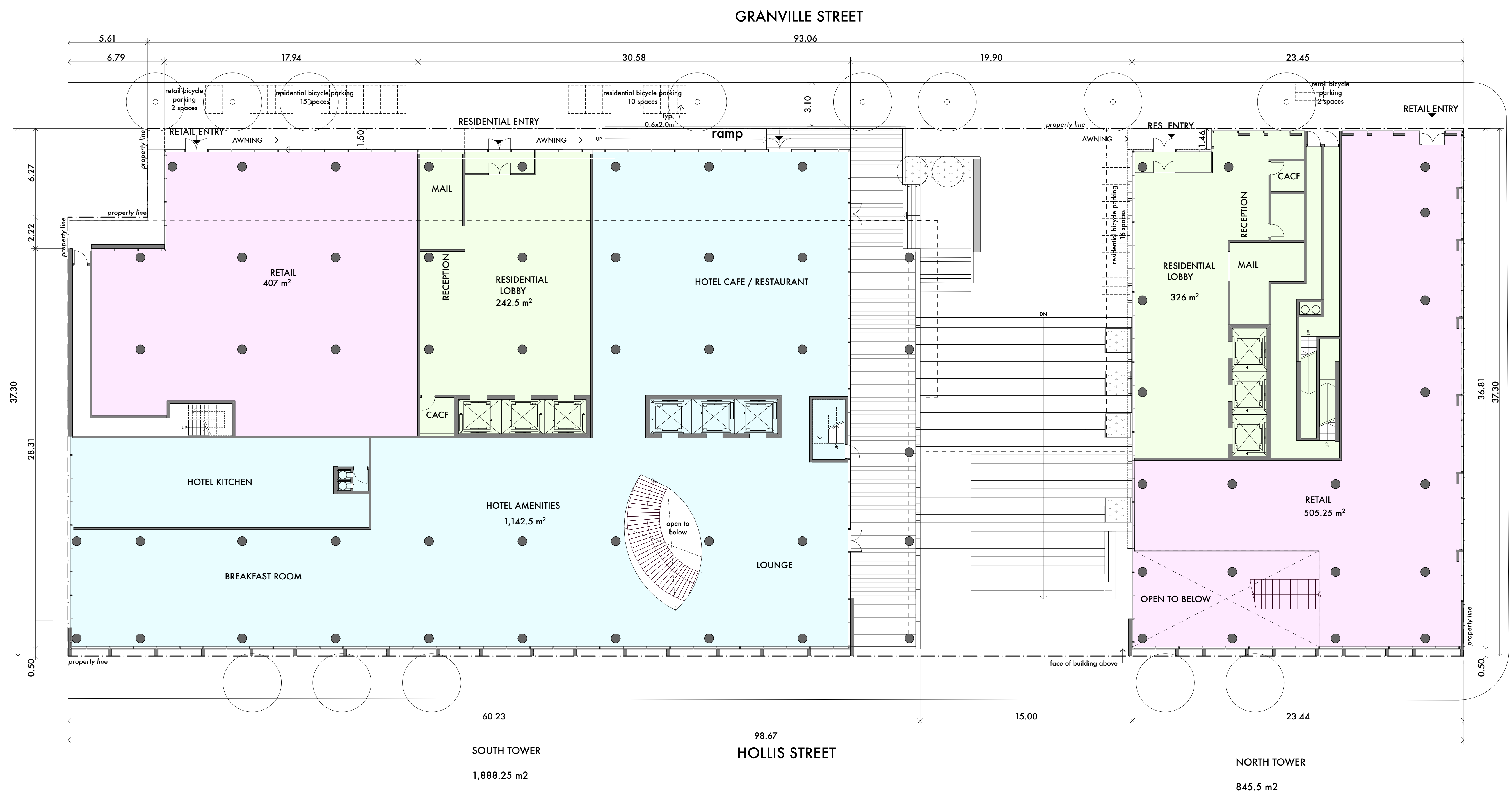
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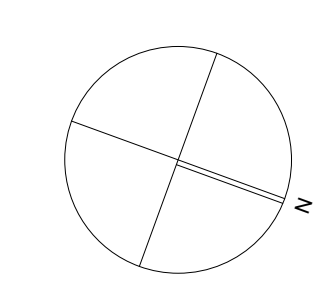
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**Upper Ground**

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See Issuance Summary

**A-2.4**

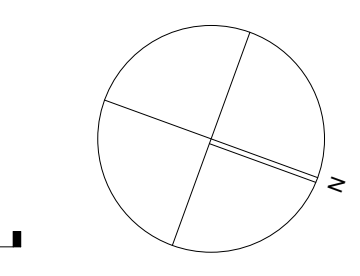
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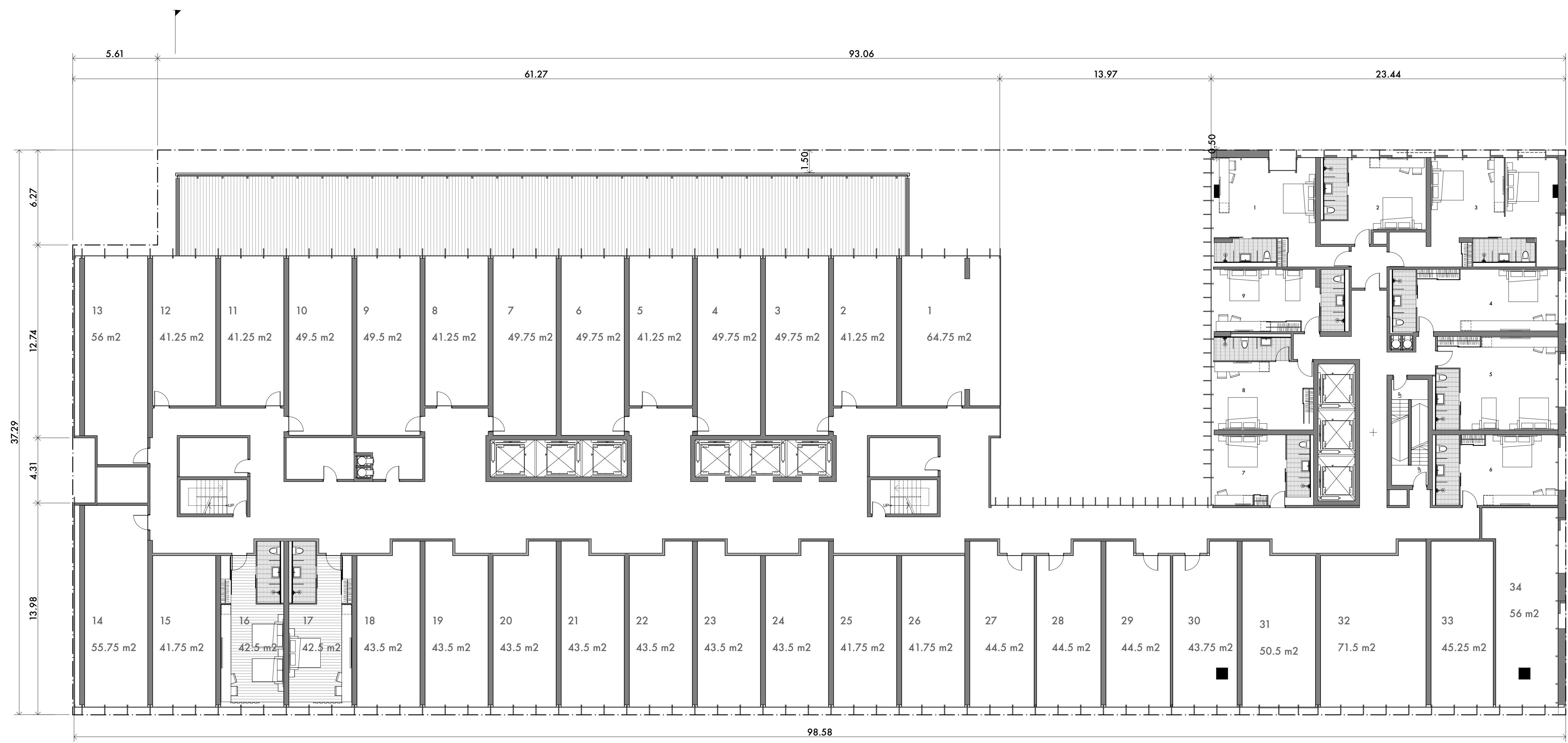


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**Hotel Level 3**

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 See Issuance Summary

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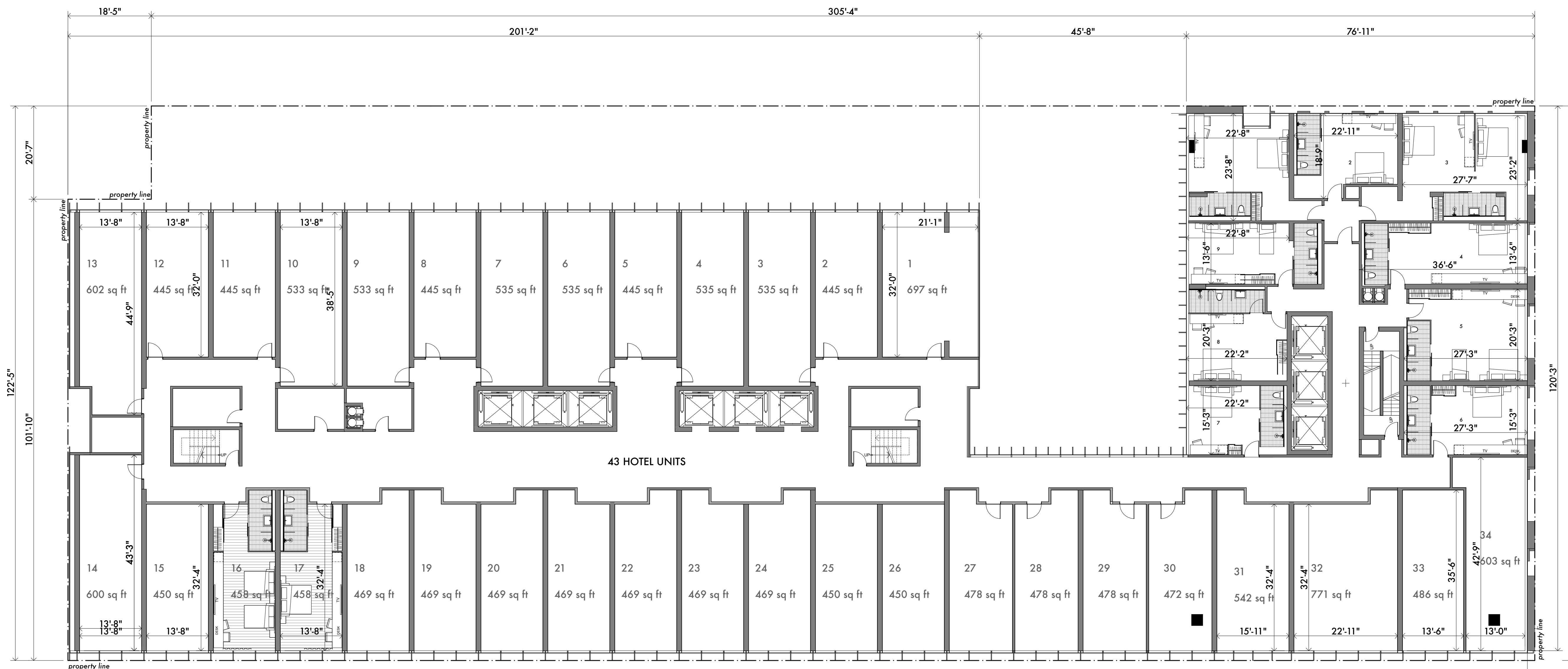
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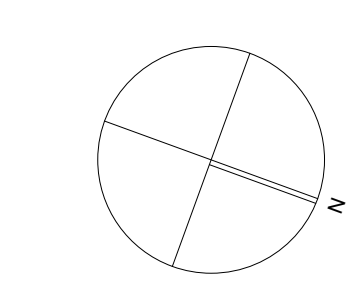
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Hotel Plate  
30,474 sq ft



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UNITED GULF**

Hotel Levels 4-5

1:150  
See Issuance Summary

**A-2.6**

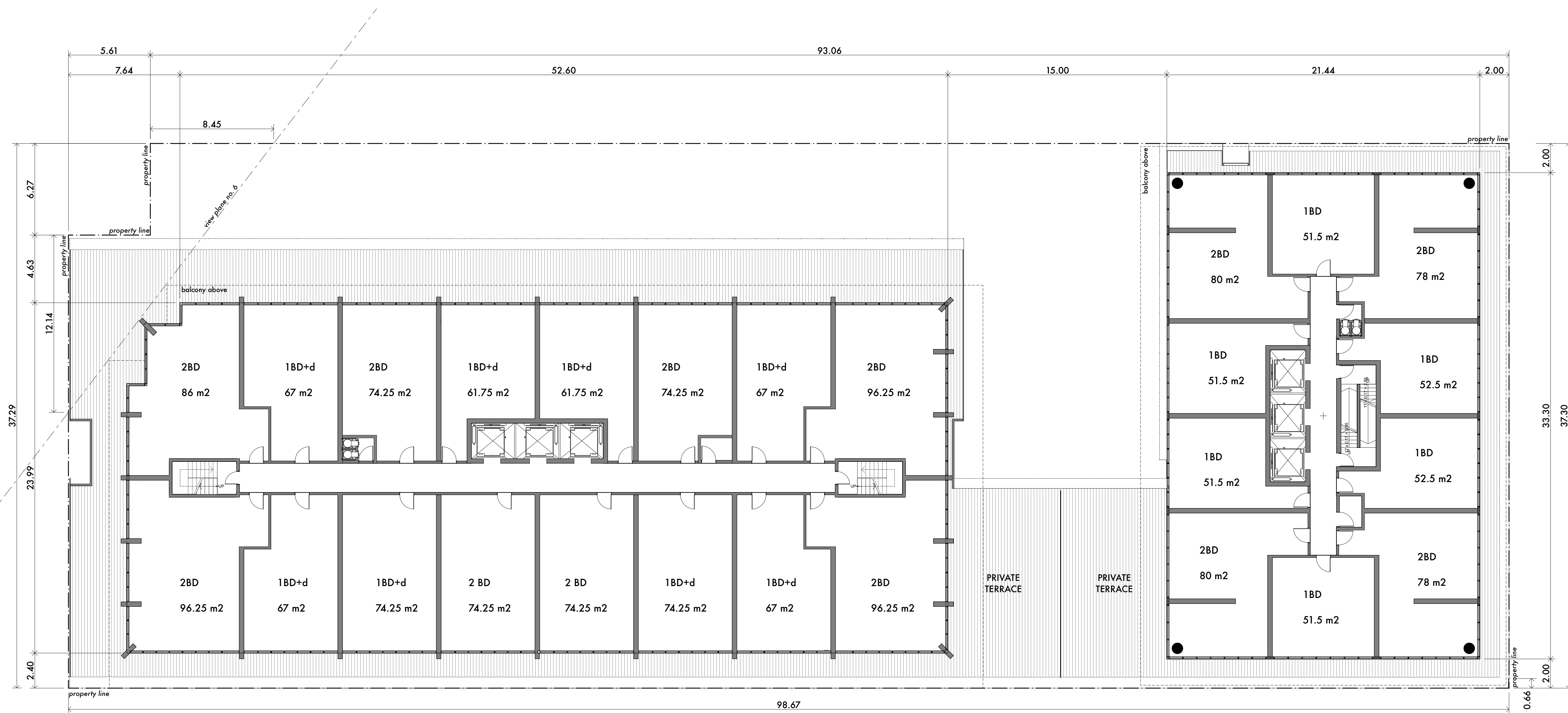
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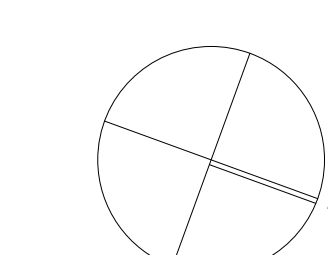


South Tower  
1,339 m<sup>2</sup>

North Tower  
712.25 m<sup>2</sup>



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Level 6

1:150

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A-2.7

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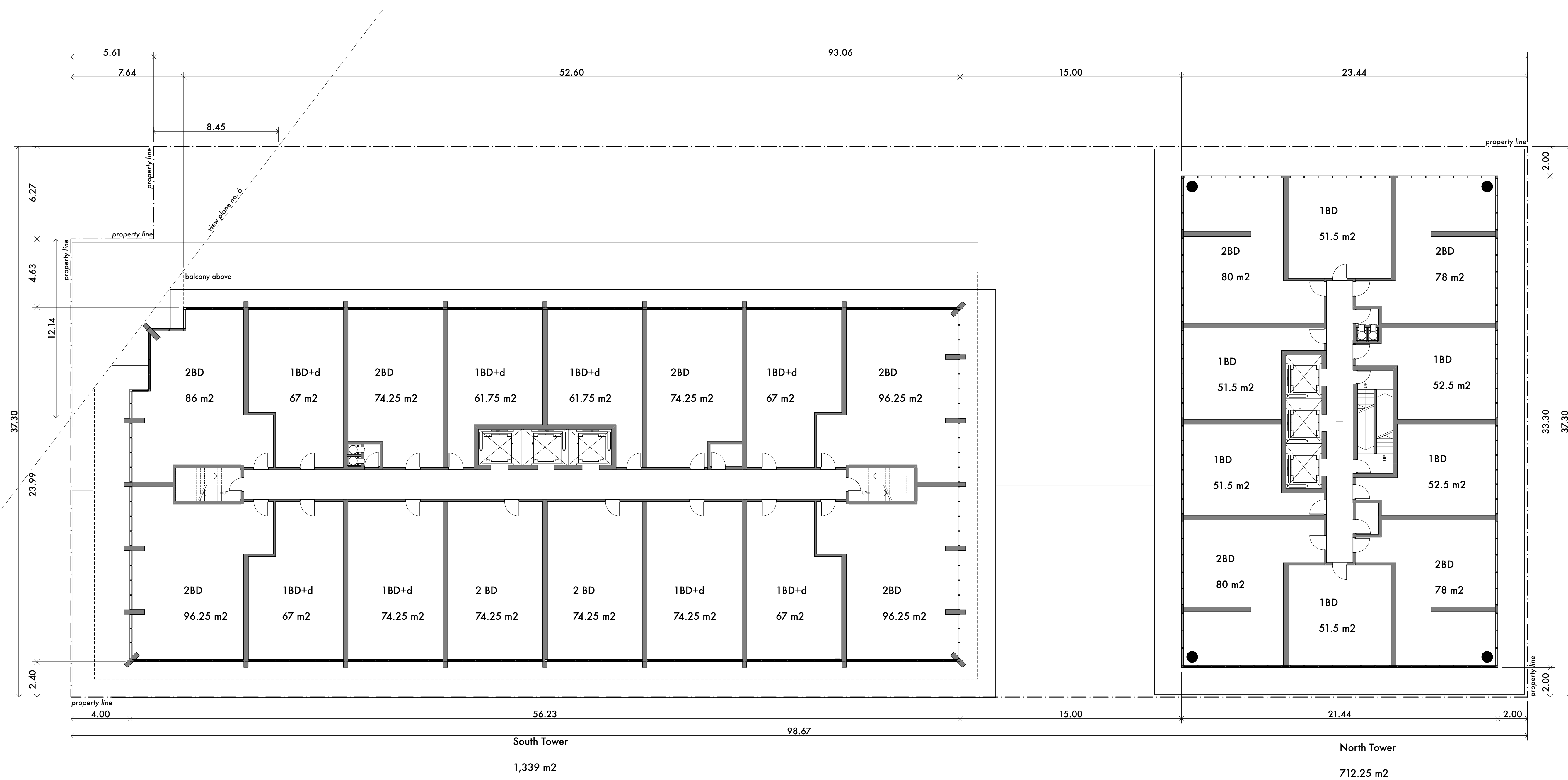
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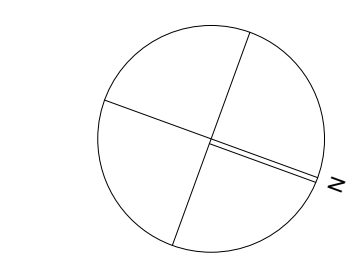
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Levels 7-21

1:150  
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A-2.8

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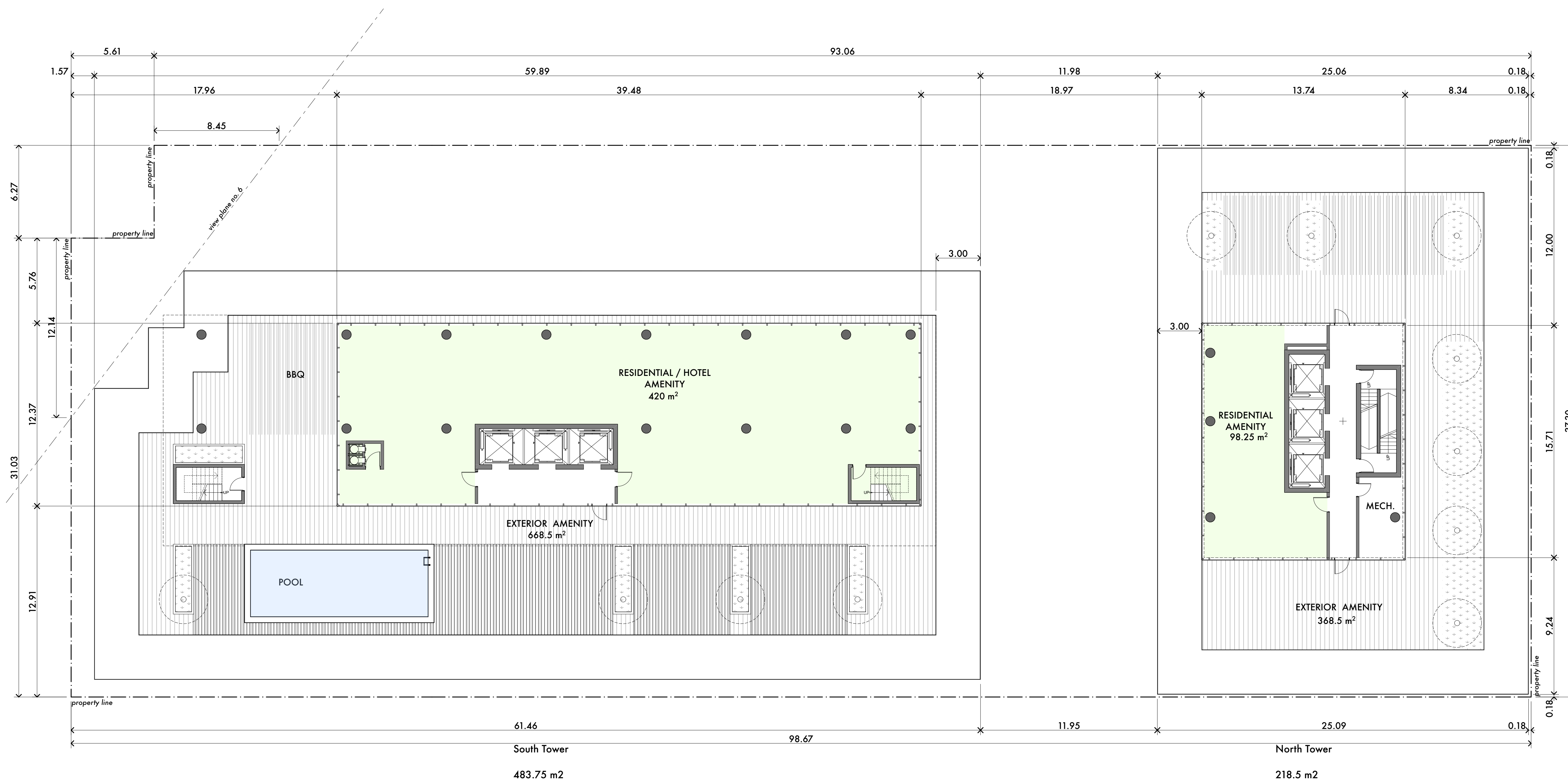
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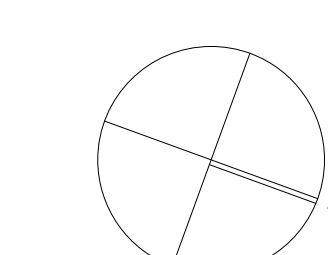
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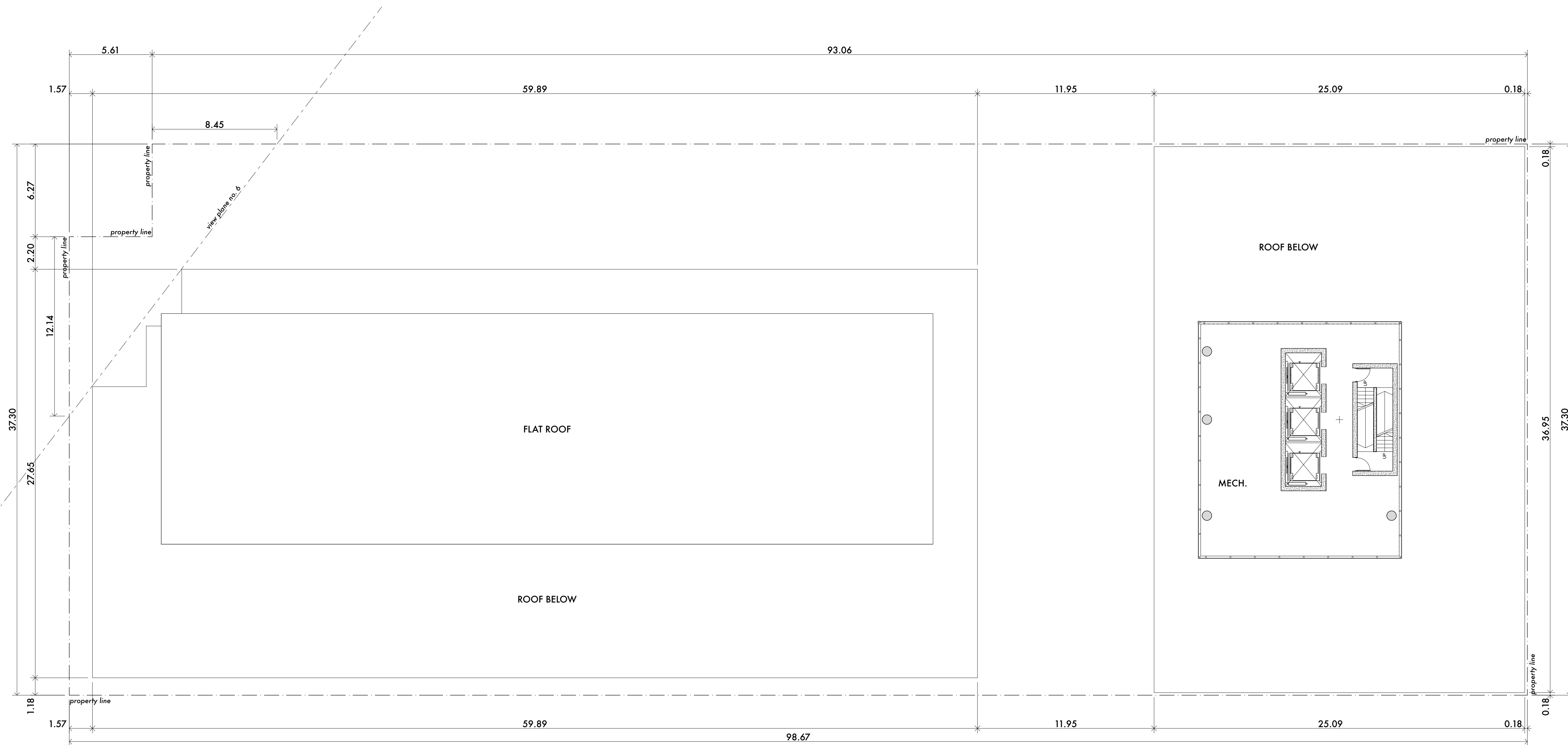
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**Amenity - level 22**

1:150

See Issuance Summary

**A-2.9**



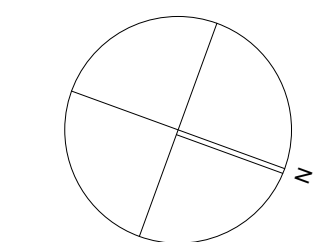
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**Mechanical**

1:150

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**A-2.10**

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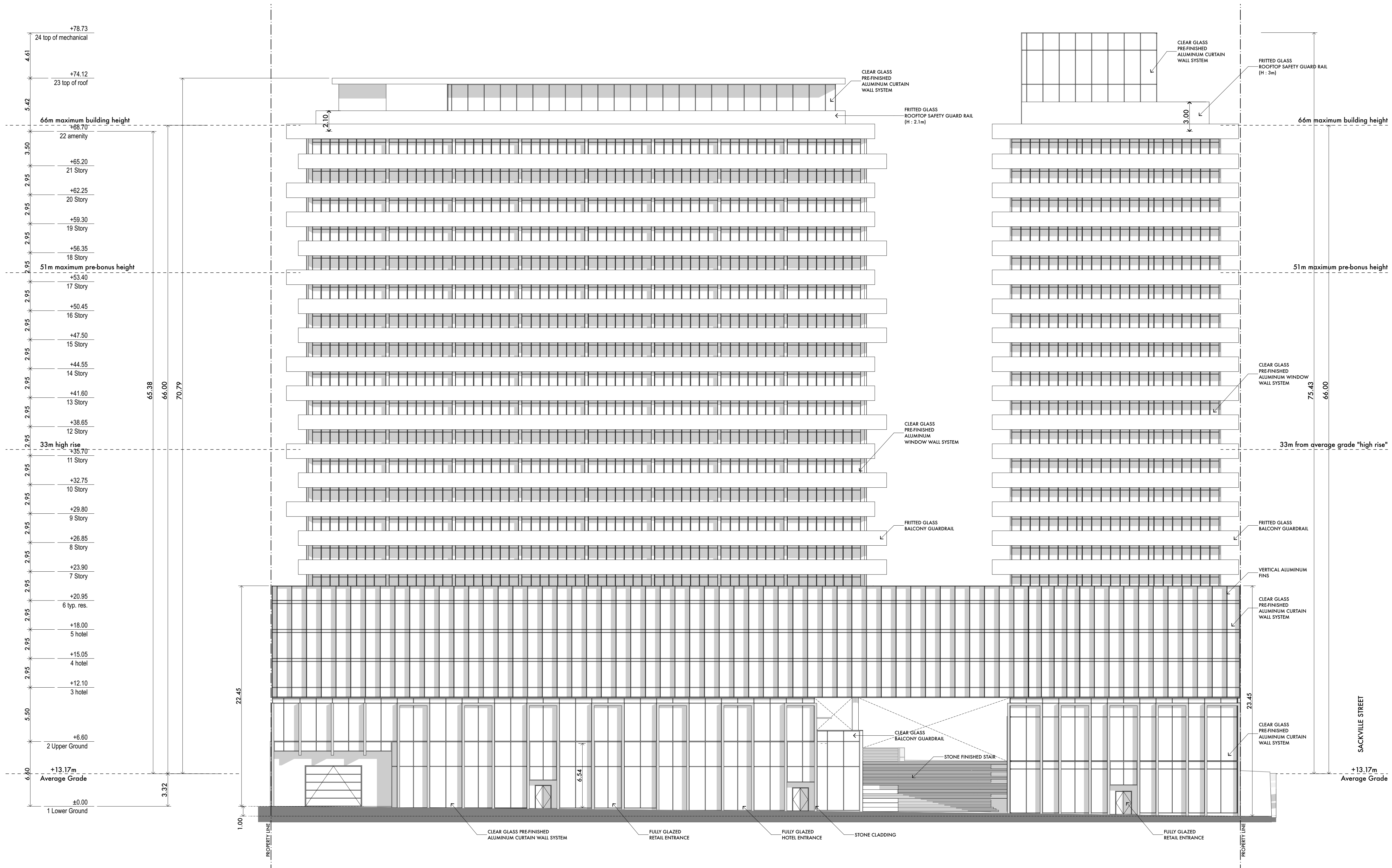
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**SKYE HALIFAX UNITED GULF**

**East Elevation**

1:200  
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**A-3.1**



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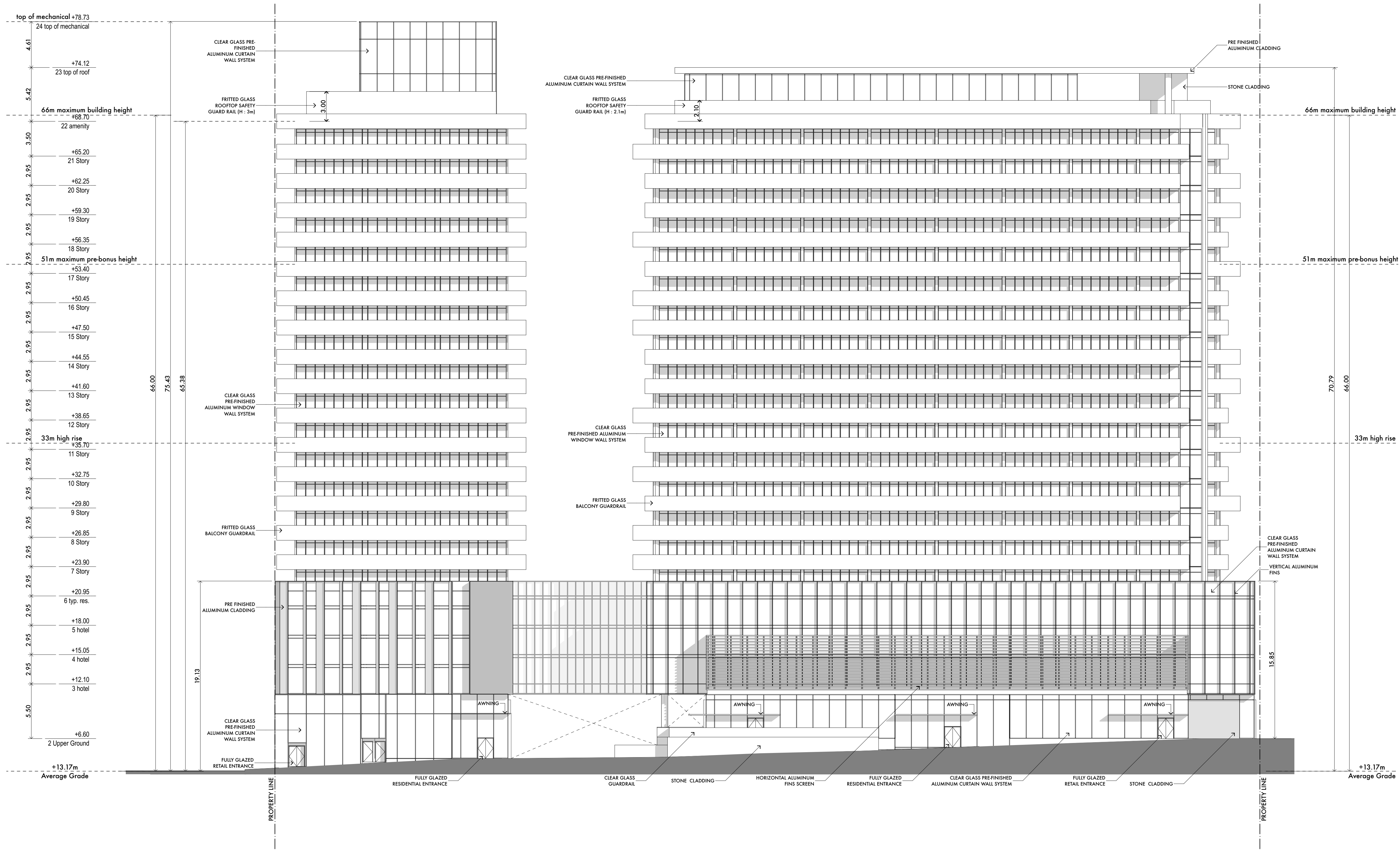
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**West Elevation**

1:200  
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**A-3.2**



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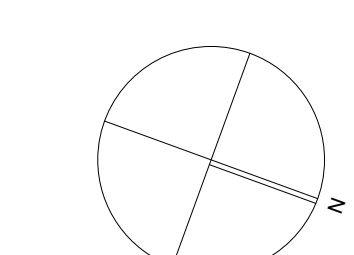
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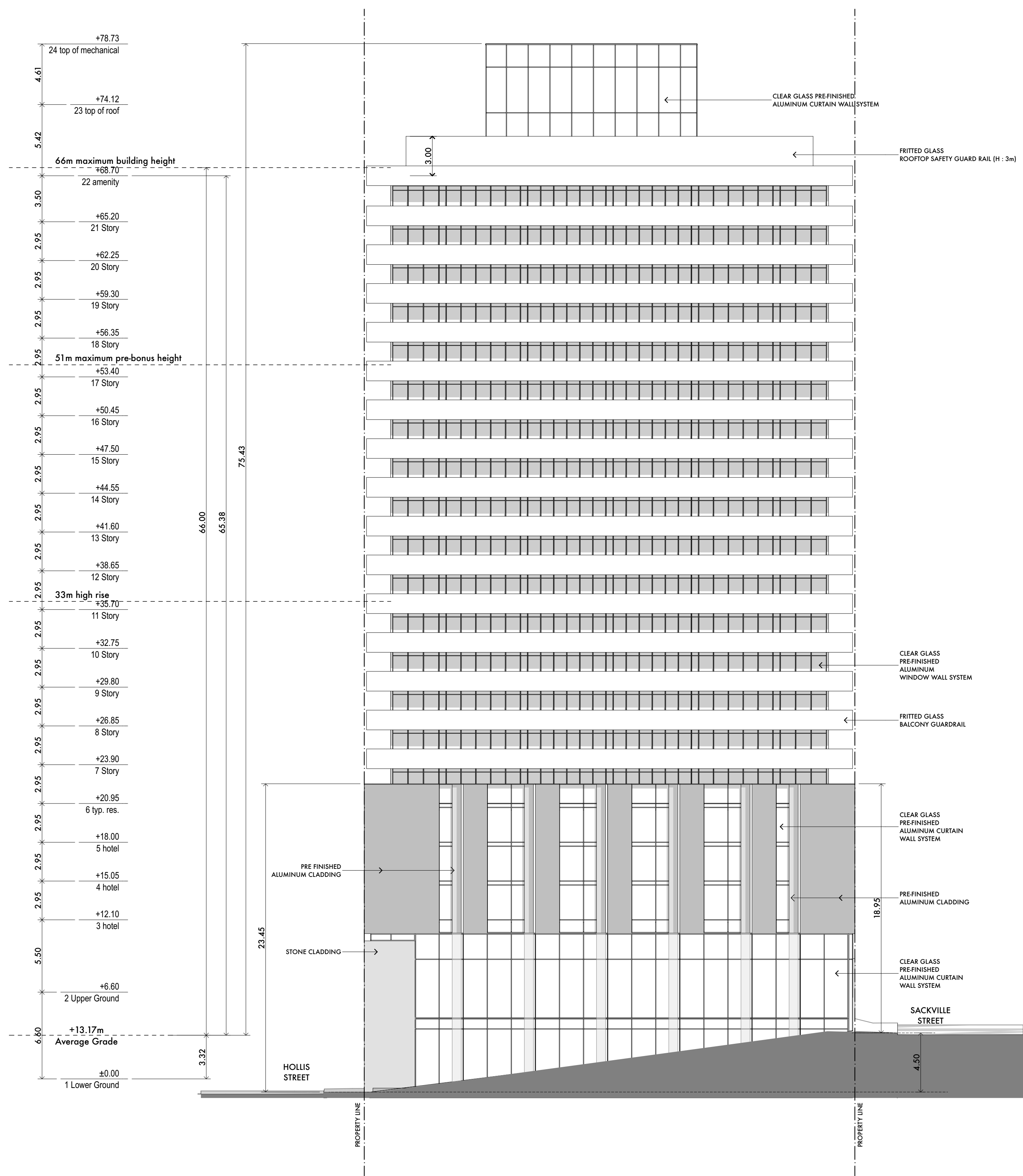


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**North Elevation**

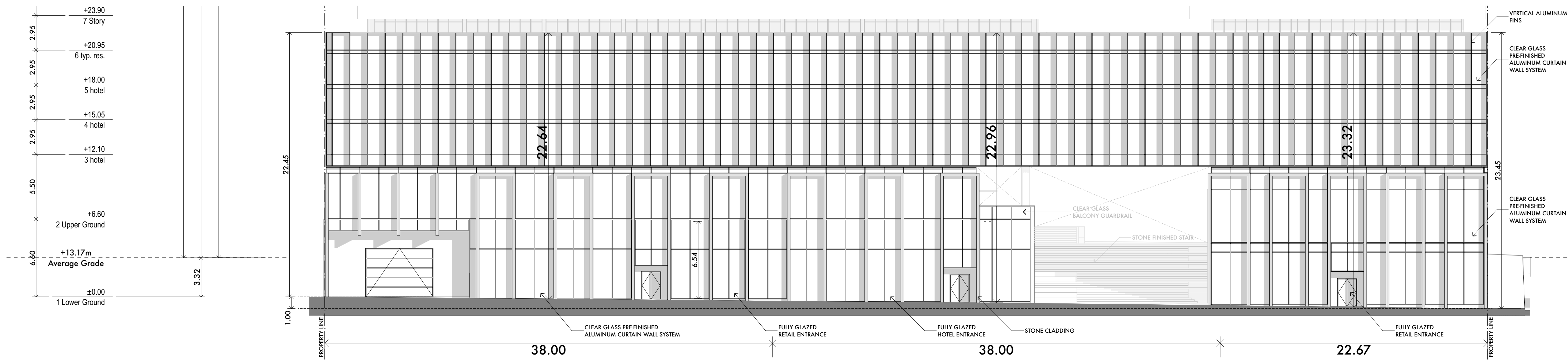
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**A-3.3**



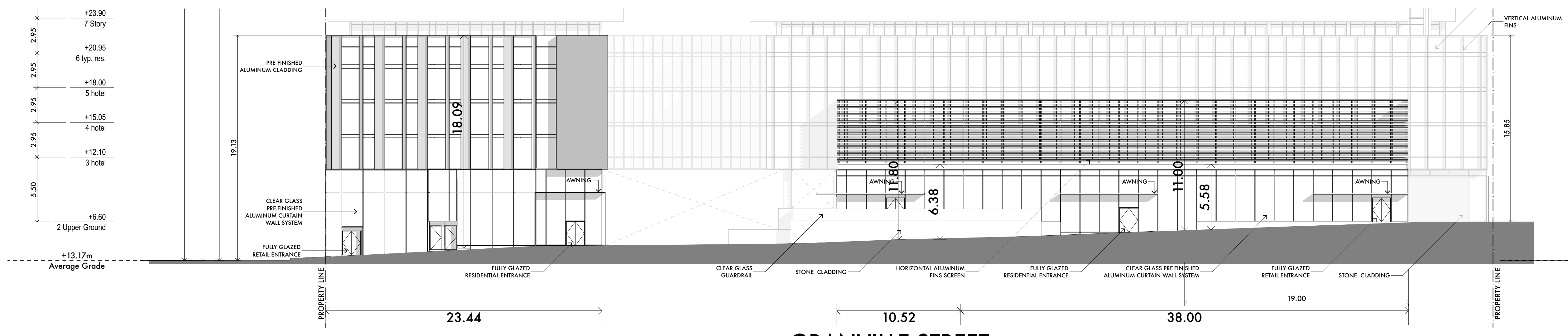
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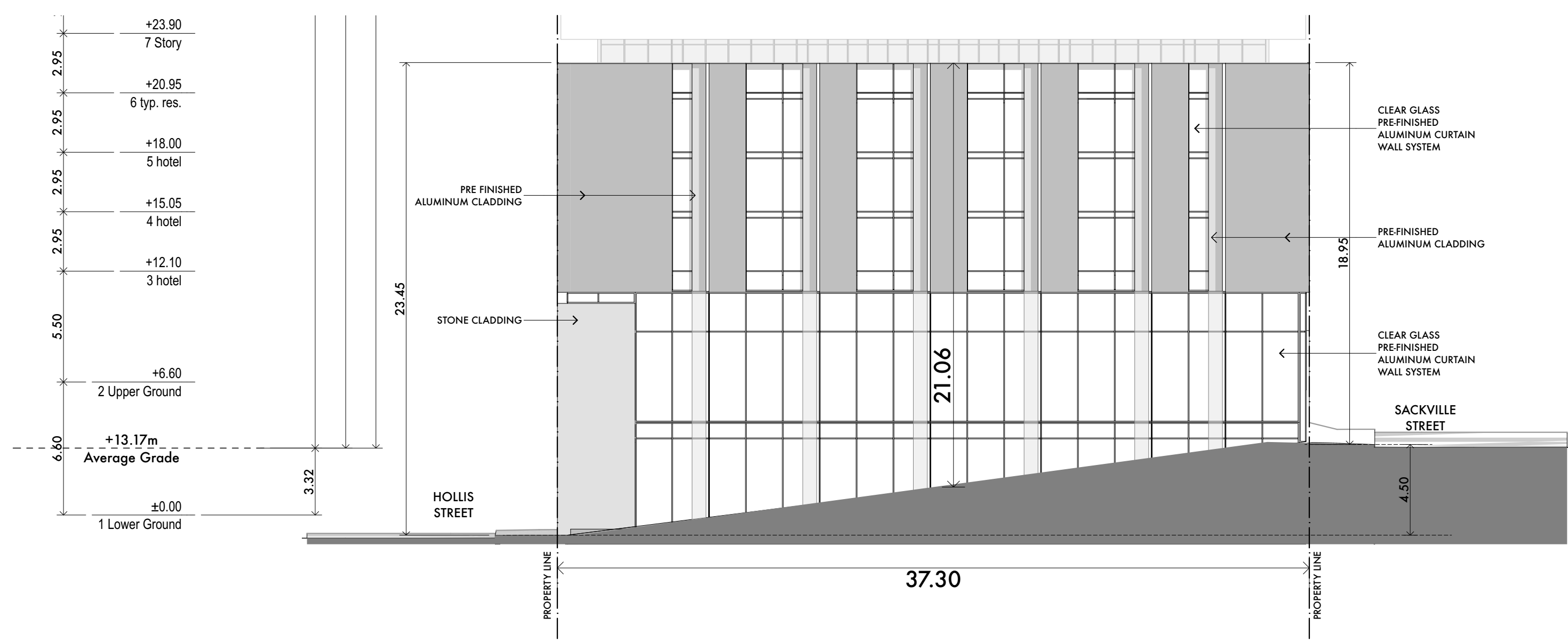
1 East Elevation Street Wall  
A-3.4

HOLLIS STREET



2 West Elevation Street Wall  
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GRANVILLE STREET



3 North Elevation Street Wall  
A-3.4

SACKVILLE STREET

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Street Wall Elevations

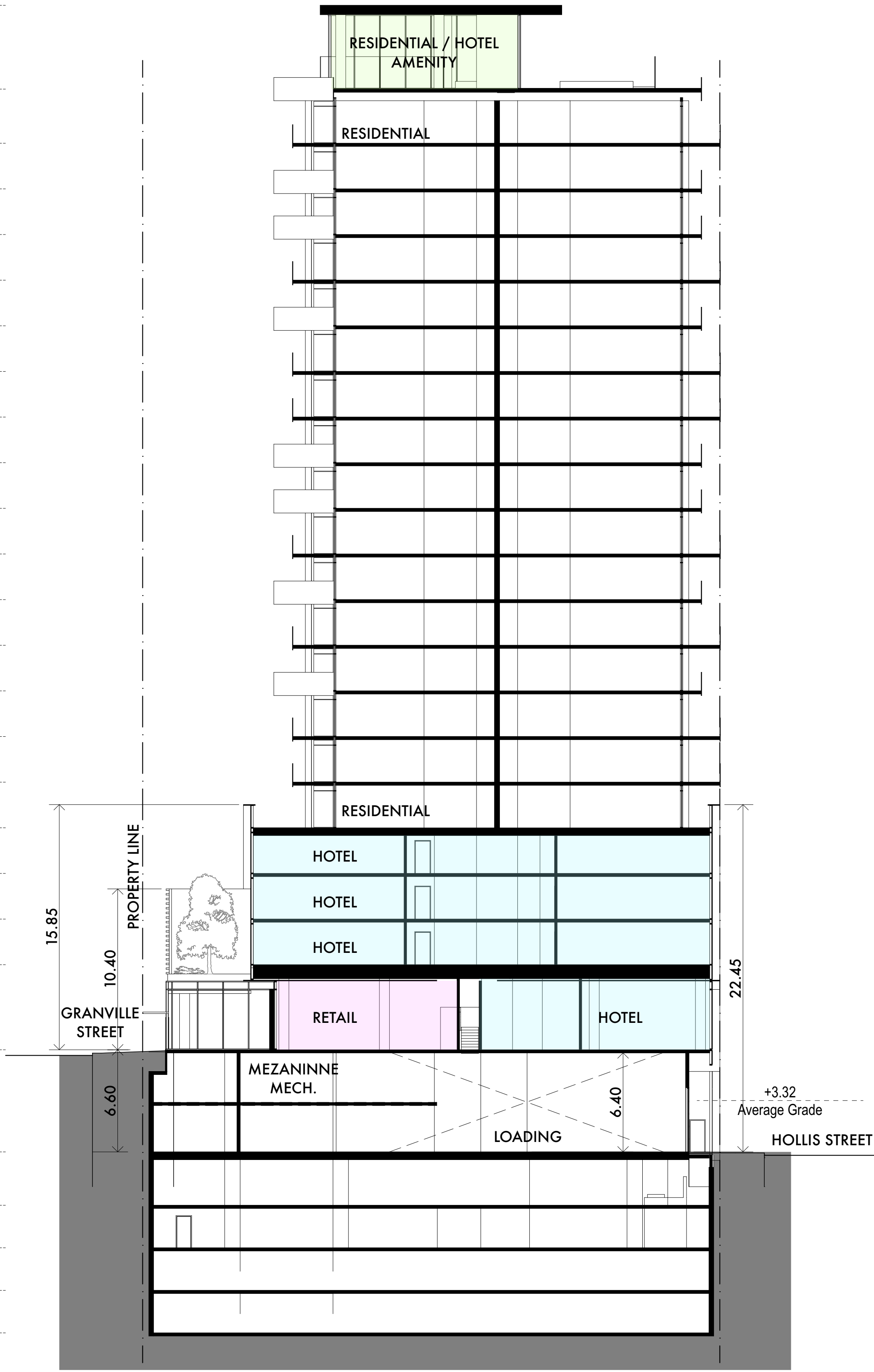
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+78.73	24 top of mechanical
+74.12	23 top of roof
+68.70	22 amenity
+65.20	21 Story
+62.25	20 Story
+59.30	19 Story
+56.35	18 Story
+53.40	17 Story
+50.45	16 Story
+47.50	15 Story
+44.55	14 Story
+41.60	13 Story
+38.65	12 Story
+35.70	11 Story
+32.75	10 Story
+29.80	9 Story
+26.85	8 Story
+23.90	7 Story
+20.95	6 typ. res.
+18.00	5 hotel
+15.05	4 hotel
+12.10	3 hotel
+6.60	2 Upper Ground
±0.00	1 Lower Ground
-3.45	-1 P1
-6.20	-2 P2
-8.95	-3 P3
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**West East Section**

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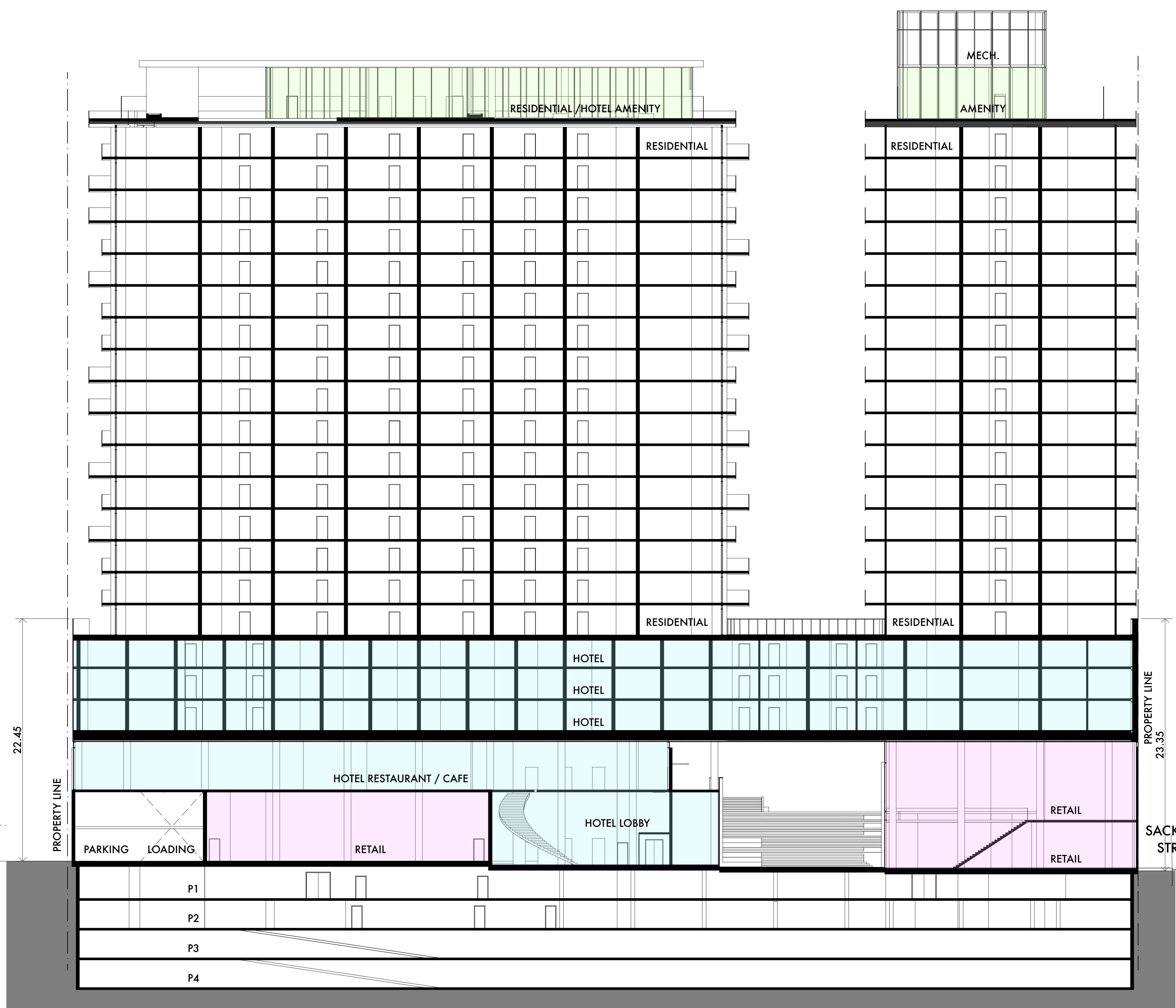
SKYE HALIFAX  
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S-N Section

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 2019-10-17

A-4.2

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24 top of mechanical
- +74.12  
23 top of roof
- +68.70  
22 amenity
- +65.20  
21 Story
- +62.25  
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1 Lower Ground
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