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

Item No. 7.1.1
Design Review Committee
September 10, 2020

TO: Chair and Members of Design Review Committee

SUBMITTED BY: [redacted] - Original Signed -
Kelly Denty, Director of Planning and Development

DATE: August 19, 2020

SUBJECT: **Case 23021: Substantive Site Plan Approval for 1441 Hollis Street, Halifax**

ORIGIN

Application by WSP Canada Inc. on behalf of Killam Properties SGP Ltd.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for a six-storey multi-unit residential building with ground floor commercial at 1441 Hollis Street, Halifax as shown in Attachments A;

2. Approve the six variances to the Land Use By-law requirements regarding streetwall height, streetwall width, streetwall stepback, interior lot line setback, and setback of rooftop features, as contained in Attachment B;

3. Accept the findings of the qualitative Wind Impact Assessment, as contained in Attachment C; and

4. Recommend that the Development Officer accept the undergrounding of overhead electrical and communication distribution systems as the post-bonus floor area ratio public benefit for the development, as outlined in Attachment D.

BACKGROUND

WSP Canada Inc. on behalf of Killam Properties SGP Ltd. has applied for substantive site plan approval to construct a six-storey mixed-use building with ground floor commercial and thirteen (13) residential units at the corner of Bishop Street and Hollis Street (Map 1 and Attachments A and E). To allow the development, the Design Review Committee must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB).

This report addresses relevant regulation held within both the Land Use By-law and Design Manual in order to assist the Committee in their decision.

Subject Site	1441 Hollis Street, Halifax
Location	Northeast corner of Hollis Street and Bishop Street
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Lot Size	After the property consolidation: 1,184.5 square metres (12,749.9 square feet)
Site Conditions	The grade of the site slopes significantly down from Hollis Street along Bishop Street toward the Halifax Harbour
Current Land Use(s)	Vacant
Surrounding Land Use(s)	There is a mix of commercial and residential development, including: - The Alexander, a 23-storey multi-unit residential building with commercial uses along Lower Water Street to the east; - Benjamin Weir House, a 3-storey registered heritage property to the north; - Government House, a 3-storey registered heritage property to the west on the other side of Hollis Street; and - Flynn Flats, an 8-storey mixed-use residential and commercial building to the south on the other side of Bishop Street.

Project Description
The applicant has applied for a substantive site plan approval to construct a six-storey mixed use building ('The Governor'). The details of the proposal are as follows (refer to Attachments A, B and E):

- Six-storey mixed use building;
- 13 residential units;
- 330.7 square metres of commercial space located on the ground floor;
- 177 square metres of interior amenity space and 847.7 square metres of exterior amenity space, which includes a shared rooftop space; and
- 16 vehicular parking spaces entirely underground, plus bicycle parking as per the requirements of the Downtown Halifax LUB.

Information about the approach to the design of the building has been provided by the project's architect (Attachment E). Additional information including building floorplans and renderings can be found in Attachment G of this report.

Site History
This is the second substantive site plan approval application submitted to the Design Review Committee (DRC) for this site. The DRC first approved a substantive site plan approval application for 'Governor's Plaza' on February 8, 2018. On January 14, 2020, Regional Council adopted the Old South Suburb Heritage Conservation District MPS and LUB, and amendments to the Downtown Halifax LUB. 1441 Hollis Street is located within the Old South Suburb Heritage Conservation District, and at the time of Council's approval of the Old South Suburbs Heritage Conservation District, development and construction permits had not been issued for 'Governor's Plaza'; this would have preserved the property's pre-existing development rights. As a result, the new heritage conservation district requirements and new LUB regulations became applicable to the subject property and a redesign of the proposed building was required to comply with the

new legislation. The revised building plans require reconsideration by the DRC prior to issuance of a development permit.

In July 2020, WSP Canada Inc. submitted the second site plan approval application for 'The Governor'. The exterior of the building remains similar to 'Governor's Plaza', but the number of residential units has been reduced and commercial space has been added to the ground floor. After the Alexander was completed and leased it was recognized the site would be better served with larger units suitable for urban families and empty nesters. The applicant has indicated that the addition of retail and or services on the ground floor was seen as an opportunity to further activate Hollis Street to help existing and future Killam tenants on the remainder of the block.

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

- Zone: DH-1 (Downtown Halifax)
- Precinct: 2 (Old South Suburb Heritage Conservation District)
- Building Height (Pre and Post-Bonus): No height requirement
- Streetwall Setback: Varies from 0-4 metres
- Streetwall Height: the minimum and maximum required height is 11 metres
- Gross Floor Area Ratio GFAR (Pre- and Post-Bonus): pre-bonus is a GFAR of 2 and post-bonus is a GFAR of 4
- Landscaped Open Space: not required
- Civic Character: Prominent Civic/Cultural Frontage along Bishop Street and Hollis Street

The DRC should note the proposal was reviewed by the Development Officer and determined to be in compliance with the above LUB regulations. In addition to the above regulations, the Design Manual of the Downtown Halifax LUB contains guidance regarding the appropriate appearance and design of buildings (Attachment F).

Site Plan Approval Process
Under the site plan approval process, development proposals within the Downtown Halifax Plan area must meet the land use and building envelope requirements of the Downtown Halifax LUB, as well as the requirements of the By-law's Design Manual. The process requires approvals by both the Development Officer and the 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 the following elements do not conform to the Downtown Halifax LUB:

- Maximum streetwall height;
- Minimum streetwall height;
- Minimum streetwall width;
- Setback from interior lot line;
- Minimum streetwall stepback; and
- Rooftop features required to be setback from the outermost edge of the roof.

The applicant has requested that six variances to the Downtown Halifax LUB be considered for approval through the site plan review process (Attachment B).

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 design guidelines contained within the Design Manual (Attachment F);
2. Consider the variance requests that have been made pursuant to variance criteria in the Design Manual (Attachment B);
3. Provide advice to the Development Officer if the proposal is suitable in terms of the expected wind conditions on pedestrian comfort (Attachment C); and
4. Advise the Development Officer on the suitability of the post-bonus floor area ratio public benefit being proposed by the applicant (Attachment D).

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 must 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 Heritage Conservation District (Old South Suburb) Bylaw H-800 requires that a Certificate of Appropriateness be obtained for exterior alteration of buildings and structures, including additions, façades, roofs, windows, doors, storefronts, signs, awnings, exterior materials, exterior steps and stairs; the demolition or removal of buildings and structures that are part of a contributing heritage resource; and the construction of new buildings. A review of the application by the Heritage Officer has determined the proposal meets the requirements of the Design Manual pertaining to new development abutting a heritage property in the Old South Suburb HCD. The Heritage Officer further certifies that a proposed development conforms with the requirements of the Bylaw H-800 and will issue the Certificate accordingly. A certificate of appropriateness will be required at the time of permitting. 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*.

COMMUNITY ENGAGEMENT

The community engagement process has been 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 transit stations located at both the Mumford and Scotia Square terminals, and a Public Open House held on June 29, 2020. Due to public health concerns related to the ongoing COVID-19 pandemic, the Public Open House required by the Land Use By-law was held virtually. Members of the public could participate by joining an online virtual meeting or by calling into the meeting by telephone. In advance of this engagement taking place, HRM Legal Services confirmed that these activities were consistent with applicable legislation and the Provincial Order requiring virtual Municipal meetings.

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 2.2 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct 2; and
- Section 3.6 of the Design Manual specifies conditions 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 F. 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 warrant further consideration by the Design Review Committee as follows:

Animated Streetscape and Active Uses at Grade (Sections 3.2.5 a., 3.2.5 f., 3.2.7 a., and 3.4.2 c.)
To enhance the public realm and create pedestrian-oriented streetwall conditions, the Design Manual encourages active uses along street frontages with a high degree of articulation. Section 3.2.5 of the Design Manual provides guidelines where sloping streets are present. The Design Manual encourages buildings on sloping streets to be creative in their design to create pedestrian-oriented streetwall conditions. Section 3.2.5 a. and 3.2.5 f. specify that active uses at grade and pedestrian entrances can mitigate the negative effects of sloping streets. Section 3.2.7 of the Design Manual states all uses should help create an animated street. Section 3.2.7 a. specifies non-commercial uses at grade can help animate the street with the use of frequent entries and windows. Section 3.4.2 highlights the importance of corner sites given their visible prominence created by the street intersection. Special consideration should be given to the design of the corner sites, including that the development provides a frontal design to both street frontages (Section 3.4.2 c.).

The proposed building is oriented toward Hollis Street with a prominent single entrance to the residential area and two complimentary entrances to the commercial spaces. The grade of the site slopes down from Hollis Street toward the Halifax Harbour. There are no entrances along the Bishop Street façade, but the overall streetwall design on Hollis Street is carried around to the Bishop Street façade. The window pattern and façade detailing are consistent on both frontages. While an additional window was present on this southern elevation in the previously approved design, this was removed by the applicant because of its limited utility (where the window faced into a fire stairwell), building code requirements, and other practical reasons. Although this proposed design does not strictly meet the guidelines of the Design Manual, the building design does not easily accommodate individual entrances along the Bishop Street façade due to the significant slope of the grade along Bishop Street, the floor plate design, and interior layout of the building.

Variances
The applicant is requesting six variances to the quantitative requirements of the Downtown Halifax LUB: the maximum and minimum streetwall height for both Bishop Street and Hollis Street; the minimum streetwall width for Bishop Street; the minimum upper storey streetwall stepback on Hollis Street; the maximum setback from interior lot lines on the east side; and the list of features referenced under section 8(8) of the LUB that must be setback at least 3 metre from the edge of the roof. The applicant has outlined each of the variance requests on the plans (Attachment B) and has provided a rationale (Attachment E). pursuant to the Design Manual criteria. The staff review of each variance request is provided in this section as outlined below.

Variances 1 and 2: Streetwall Height
Sections 9(2) and 9(3) of the Land Use By-law set both the minimum and maximum streetwall height at a total of 11 metres along both Bishop Street and Hollis Street. Section 9(8) of the LUB allows consideration of a variance where the relaxation is consistent with the criteria of the Design Manual. The applicant is requesting to vary both the minimum and maximum streetwall height on both Hollis Street and Bishop

Street. They have requested a streetwall height of 18.8 metres on Hollis Street and 17.5 metres on Bishop Street.

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

3.6.3 Streetwall heights may be varied by Site Plan Approval where:
- a. the streetwall height is consistent with the objectives and guidelines of the Design Manual; or
- b. the modification is for a corner element that is used to join streetwalls of differing heights; or
- c. the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or
- d. where a landmark building element is called for pursuant to the Design Manual.

The proposed variance to the minimum streetwall height is requested to address the adjacent heritage property. The Benjamin Weir House, a municipal heritage property, is three storeys in height and abuts the subject property immediately to the south. To continue the character of this portion of the street, the applicant has requested a variance to lower portions of the streetwall height to maintain the cornice line of the Benjamin Weir building.

Section 4.3.1 a) of the Design Manual provides guidance on developments abutting heritage resources and stipulates that developments should maintain the same or similar cornice height of adjacent heritage buildings to create a consistent streetwall height. The lower streetwall design also helps bring consistency and transition to the existing streetwall on Hollis Street. The proposed streetwall height is consistent with that of Benjamin Weir House and is in keeping with the intent of the Design Manual. Staff recommends approval of the variance for the minimum streetwall height.

The site is a corner lot having frontage on two streets. A variance to the maximum streetwall height has been requested for both streetwalls. The building has been designed to give prominence and be a transition point between surrounding development which varies in height. On Bishop Street, across from the subject site, is a building (Flynn Flats) with a streetwall that ranges from four to five storeys. To the immediate west is The Alexander, which has 24-storey tower. To transition from the lower streetwall on Hollis Street discussed above, a streetwall of 17.5 metres on Bishop Street has been proposed. On Hollis Street, the streetwall is lower beside the Benjamin Weir House and becomes taller as it intersects with Bishop Street. An almost 1:1 ratio between the streetwall height and right-of-way has been achieved on Hollis Street. This is desirable because it creates a comfortable, pedestrian-friendly streetscape environment. Overall, the proposed streetwall height brings better cohesion and transition to the surrounding area while creating an inviting pedestrian streetscape. The maximum streetwall heights are in keeping with the intent of the Design Manual. Staff recommends approval of the variance for the maximum streetwall height.

<u>Variance 3: Streetwall Width</u>
Section 9(6) of the LUB requires the streetwall to extend a minimum of 80% of the width of the lot, however section 9(8) of the LUB allows the consideration of a variance where the relaxation is consistent with the criteria of the Design Manual. The applicant has requested a variance to this requirement to permit a streetwall that extends approximately 61.7% of the width of the lot on Bishop Street.

Section 3.6.4 of the Design Manual allows for a variance to the streetwall width requirement subject to meeting certain conditions as outlined in Attachment F. Of the potential conditions for a variance, this application is being considered under the following:

3.6.4 Streetwall widths may be varied by Site Plan Approval where:
- a. the streetwall width is consistent with the objectives and guidelines of the Design Manual; and
- b. the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.

The subject site is a corner lot and the building has been designed to front on Hollis Street. The minimum required streetwall width is achieved on Hollis Street, but it is not on Bishop Street. The primary reason the streetwall width on Bishop Street has been requested to be reduced is to accommodate a 3.962 metre width right-of-way located along the rear of the site. This right-of-way serves as a shared space for vehicles and pedestrians to enter and exit the underground parking and rear entrances, as well as to access. The building is setback slightly from Hollis Street, further reducing the building's streetwall width on Bishop Street. The setback from Hollis Street is within the required setback range and provides a small area where the commercial uses can spill out. The resulting gap in the streetwall for the vehicular right-of-way to access not only the building's underground parking but to safely access and exit other adjacent sites is a clear and valid reason for the variance as per the Design Manual variance criteria. As such, staff recommends approval of this variance.

Variance 4: Setback from Interior Lot Line

Section 10(3) of the LUB requires the low-rise portion of the building be setback from interior lots line no more than 20% of the lot width. The lot is 30.662 metres wide and 20% of the width is 6.13 metres. The setback from the east side of the building is 6.79 metres or 22%. Section 10(14) of the LUB allows consideration of a variance where the relaxation is consistent with the criteria of the Design Manual.

Section 3.6.2 of the Design Manual allows for variances to side and rear yard setbacks subject to meeting certain conditions as outlined in Attachment F. Of the potential conditions for a variance, this application is being considered under the following:

3.6.2 Upper storey streetwall stepbacks may be varied by Site Plan Approval where:
   a. the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and
   b. the modification does not negatively impact abutting uses by providing insufficient separation.

The proposed variance to the interior lot line setback for the east side of the site is to provide clearance for the vehicular right-of-way. This right-of-way has been established to not only enable vehicles to access the underground parking located at the rear of the building, but to provide vehicular access to neighbouring properties. The setback from the rear lot line has a clear and valid purpose that benefits abutting uses as opposed to negatively impacting them. As such, staff recommends approval of this variance.

Variance 5: Upper Storey Streetwall Stepback

Section 9(7) of the LUB requires that above the streetwall, the building has a stepback of at least 3 metres, however section 9(8) of the LUB allows consideration of a variance where the relaxation is consistent with the criteria of the Design Manual. The applicant has requested a variance for a portion of the streetwall facing Hollis Street. The 'wings' of the streetwall along Hollis Street are setback 1.85 metres.

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

3.6.5 Upper storey streetwall stepbacks may be varied by Site Plan Approval where:
   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 proposed variance to the minimum streetwall setback is to enhance the building's Georgian-style base. The applicant has stated the setback of the 'wings' is increased to give prominence to the principal central façade, which is in keeping with the Georgian style. By increasing the setback of the streetwall at both ends of the front façade, the upper-storey streetwall stepbacks have been reduced so they line up with the stepback of the central façade. The central portion of the front façade achieves the required upper storey

setback. The reduced upper storey stepbacks are considered minor and help the building better integrate with heritage context. As such, staff recommends approval of this variance.

Variance 6: Rooftop Features that Must be Setback from the Edge of the Roof
Section 8(8) of the LUB lists rooftop features that are not subject to height requirements provided said features do no occupy more than 30% of the total roof area. The subject site is not subject to height requirements therefore it is not subject to this requirement. Section 8(10) of the LUB requires features referenced in section 8(8) be setback no less than 3 metres from the outer most edge of the roof on which they are located. Because section 8(10) does not reference height, Development Officers have determined that it applies. This means the features listed in section 8(8) must be setback 3 metres from the edge of the roof.

Section 8(11) of the LUB allows consideration of a variance of the requirements of section 8(8) where the relaxation is consistent with the criteria of the Design Manual. The applicant has requested to vary the following rooftop features from the list of features referenced in section 8(8): elevator enclosure; an elevator enclosure above a structure required for elevator access to rooftop amenity space; heating, ventilation, air conditioning equipment or enclosure of such equipment; and penthouses. These features are proposed to be less than 3 metres to the edge of the roof, measured as being 0.7 metres from the roof edge.

While the Land Use Bylaw allows for the consideration of a variance for the requirements of section 8(8), there is no specific applicable variance type listed in the Design Manual and therefore this variance request has been evaluated based on its general consistency with the intent of the Design Manual. The rooftop features play an important role both in the function of the building and in the access to the shared amenity space. The applicant has stated that due to dimensional constraints and internal lot setbacks and stepbacks from shared property lines, it is not functionally possible to achieve the required setbacks for the rooftop features. The Design Manual section 3.3.4(d) requires these systems be integrated into a single, well-designed rooftop structure. To achieve the required setback, some of these systems (such as screened HVAC areas and the mechanical room) would need to be relocated elsewhere in the building, which would compromise these objectives. Furthermore, certain features such as the elevator enclosure and egress stairwell serve the amenity roof level and cannot be relocated due to the necessary configuration of circulation and egress spaces throughout the building (as required by the NBC 2015). Such features are necessary to the functionality and accessibility of the shared rooftop amenity space.

Efforts have been made to incorporate the mechanical and functional rooftop features into the design of the building. They are screened from view within a single modern glass and metal rooftop structure that compliment the lower portion of the building. The rationale for excluding various rooftop features from the list of features that need to be setback from the roof edge is generally consistent with the intent of the Design Manual. Therefore, staff recommends approval of this variance.

Post-Bonus Floor Area Ratio Public Benefit
The Downtown Halifax LUB specifies a maximum pre-bonus floor area ratio and a maximum post-bonus floor area ratio. Projects that propose to exceed the maximum pre-bonus floor area ratio are required to provide a public benefit. The LUB lists the required public benefit categories and establishes a public benefit value that is calculated by multiplying the total floor area that exceeds the pre-bonus floor area ratio value by .20, then multiplying the resulting value by $258 to get a bonus rate based on dollars per square metre. For this proposal, the bonus value is $62,358.60. The applicant has proposed to meet the bonus requirements under Section 12 of the LUB by providing the undergrounding of overhead electrical and communication distribution systems.

The Design Review Committee's role is to review and recommend to the Development Officer whether a proposed public benefit should be accepted by the Municipality. With this, the final cost estimates of providing the public benefit will be determined and an agreement with the Municipality will be prepared for Regional Council's consideration at the permit approval stage. A more detailed overview of the specifics of the bonusing contribution can be found in Attachment D.

Wind Assessment
A Qualitative Wind Impact Assessment was prepared by RWDI for the project and is included in Attachment C. The need for the assessment results from the height of the building. 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 in general wind conditions around the base of the building are appropriate for pedestrians, but on the rooftop amenity space, wind speeds are expected to be higher than desired. In particular, the study noted the following:

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

Conclusion
Staff advise that the proposed six-storey mixed-use building meets the objectives and guidelines of the Design Manual. It is, therefore, recommended 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 2020-21 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 environmental implications are identified.

ALTERNATIVES

1. The Design Review Committee may choose to approve the application with conditions. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.

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

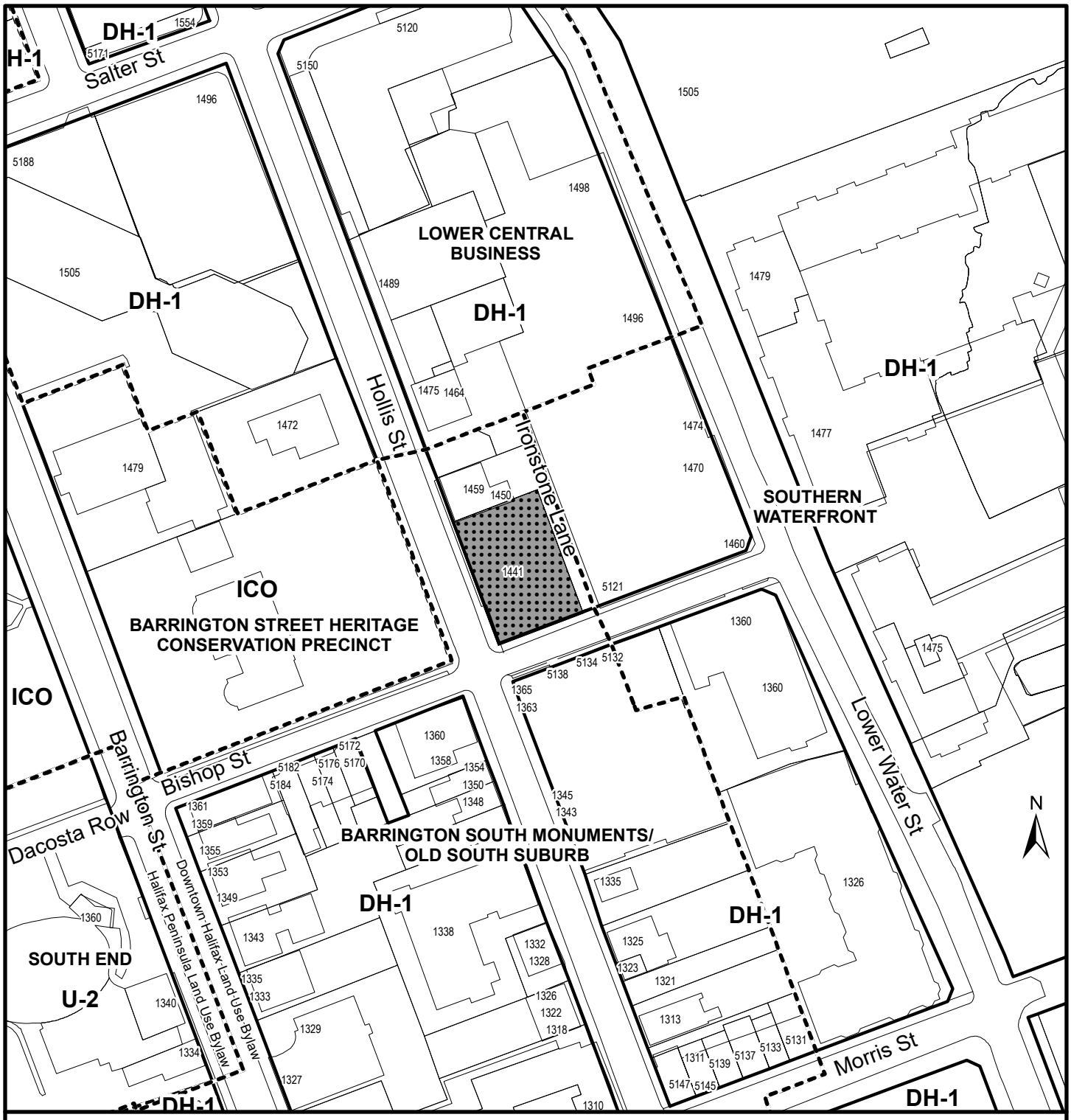
Map 1 Location and Zoning

Attachment A Site Plan Approval Plans
Attachment B Variance Requests

Attachment C Wind Assessment
Attachment D Post-Bonus Floor Area Ratio Public Benefit
Attachment E Design Rationale
Attachment F Design Manual Checklist
Attachment G Supplementary Information

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: Meaghan Maund, Planner II, 902.233.0726



Map 1 - Zoning and Location

1441 Hollis Street,Halifax

HALIFAX

Subject Property

Downtown Halifax Land Use Zone

DH-1 Downtown Halifax

Halifax Peninsula Land Use Zone

U-2 High-Density University

0 10 20 30 40 50 m

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

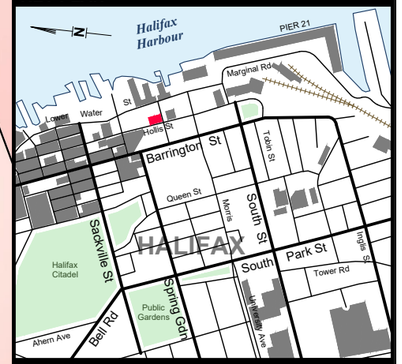
The accuracy of any representation on this plan is not guaranteed.

Downtown Halifax
Land Use By-Law Area

13 August 2020 Case 23021 \\msfs203\gisdata\work\planning\SER_Group\SER_CasesVariances\23021\Maps_Plans\ (CMR)

Attachment A: Site Plan Approval Plans

KEY PLAN



LEGEND

- Proposed Site Boundary
- Property Boundary to be removed upon consolidation registry
- Adjacent Property Boundary

SITE SUMMARY:

- Land Area: 1,184.5 m²
- Existing Zone: DH-1
- FAR: 3.02

SOURCES:

- Plan based on SDMM site plan, dated June 30, 2015, CAD file: 31240 Site Plan METRIC.dwg
- Adjacent Property lines from provincial property mapping.

Designer: JHARPER
Planner: AWINTERS

VERSION 107

SITE PLAN
1441 HOLLIS STREET
HALIFAX, NOVA SCOTIA

KILLAM PROPERTIES INC.

JULY 10, 2020 201-01057-107

SCALE

4.5 3 1.5 0 7.5 m

1 : 300

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

FILE: K:\DARTMOUTH\2020\201-01057-00_KILLAM_THE_GOVERNOR_IN_OLD_SOUTH_SUBURB\15-DWG\15.1-CONCEPT_PLANS\201-01057-107.DWG Sheet 11x17 (300)

The Governor

Halifax, NS

189-00134-00 July 13, 2020

Hollis Streetscape Elevation

SCALE: 1" = 30'-0"

0 15 30 60 120 FT

LEGEND - EXTERIOR MATERIALS			
1	ARCHITECTURAL BLOCK / STONE MASONRY	7	TEMPERED GLASS GUARDRAIL
2	BRICK MASONRY	8	OPEN-AIR PERGOLA SHADE STRUCTURE
3	COMPOSITE PANEL SYSTEM	9	ORNAMENTAL FENCE
4	PUNCHED WINDOWS	10	METAL & GLASS CANOPY
5	CURTAIN WALL GLAZING SYSTEM	11	MECHANICAL LOUVERS
6	MASONRY / PRECAST CORNICE	12	PARKING GARAGE ACCESS

LOCATION OF MAXIMUM STREETWALL HEIGHT (PER MAP 7 DH-1 LUB)

8.5x11"

The Governor

West Elevation (Hollis Street)

ARCHITECTURE 49

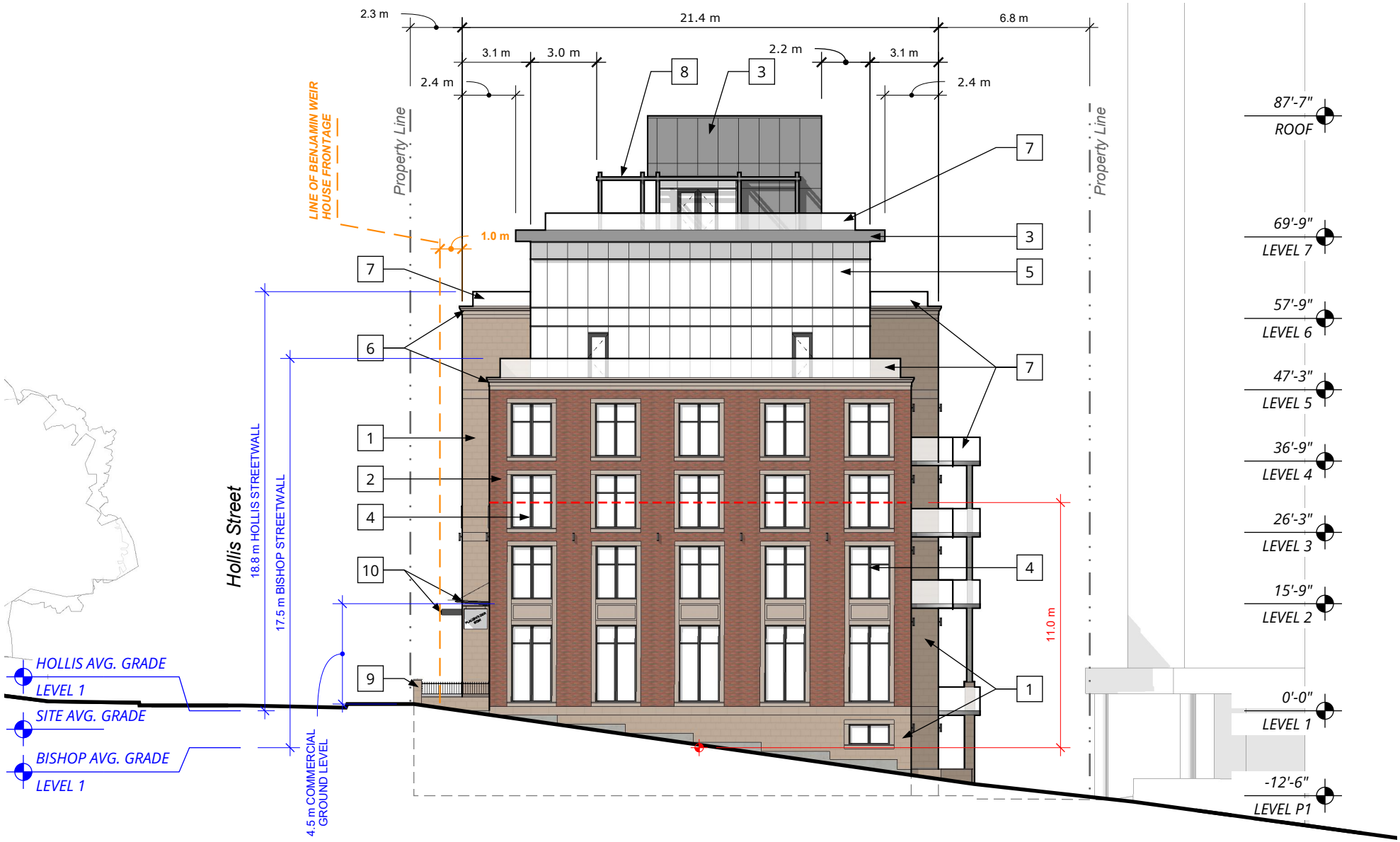
Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

A201



LEGEND - EXTERIOR MATERIALS			
1	ARCHITECTURAL BLOCK / STONE MASONRY	7	TEMPERED GLASS GUARDRAIL
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4	PUNCHED WINDOWS	10	METAL & GLASS CANOPY
5	CURTAIN WALL GLAZING SYSTEM	11	MECHANICAL LOUVERS
6	MASONRY / PRECAST CORNICE	12	PARKING GARAGE ACCESS

LOCATION OF MAXIMUM STREETWALL HEIGHT (PER MAP 7 DH-1 LUB)

8.5x11"

The Governor

South Elevation (Bishop Street)

ARCHITECTURE 49

Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

A202

LEGEND - EXTERIOR MATERIALS			
1	ARCHITECTURAL BLOCK / STONE MASONRY	7	TEMPERED GLASS GUARDRAIL
2	BRICK MASONRY	8	OPEN-AIR PERGOLA SHADE STRUCTURE
3	COMPOSITE PANEL SYSTEM	9	ORNAMENTAL FENCE
4	PUNCHED WINDOWS	10	METAL & GLASS CANOPY
5	CURTAIN WALL GLAZING SYSTEM	11	MECHANICAL LOUVERS
6	MASONRY / PRECAST CORNICE	12	PARKING GARAGE ACCESS

8.5x11"

The Governor

East Elevation

ARCHITECTURE 49

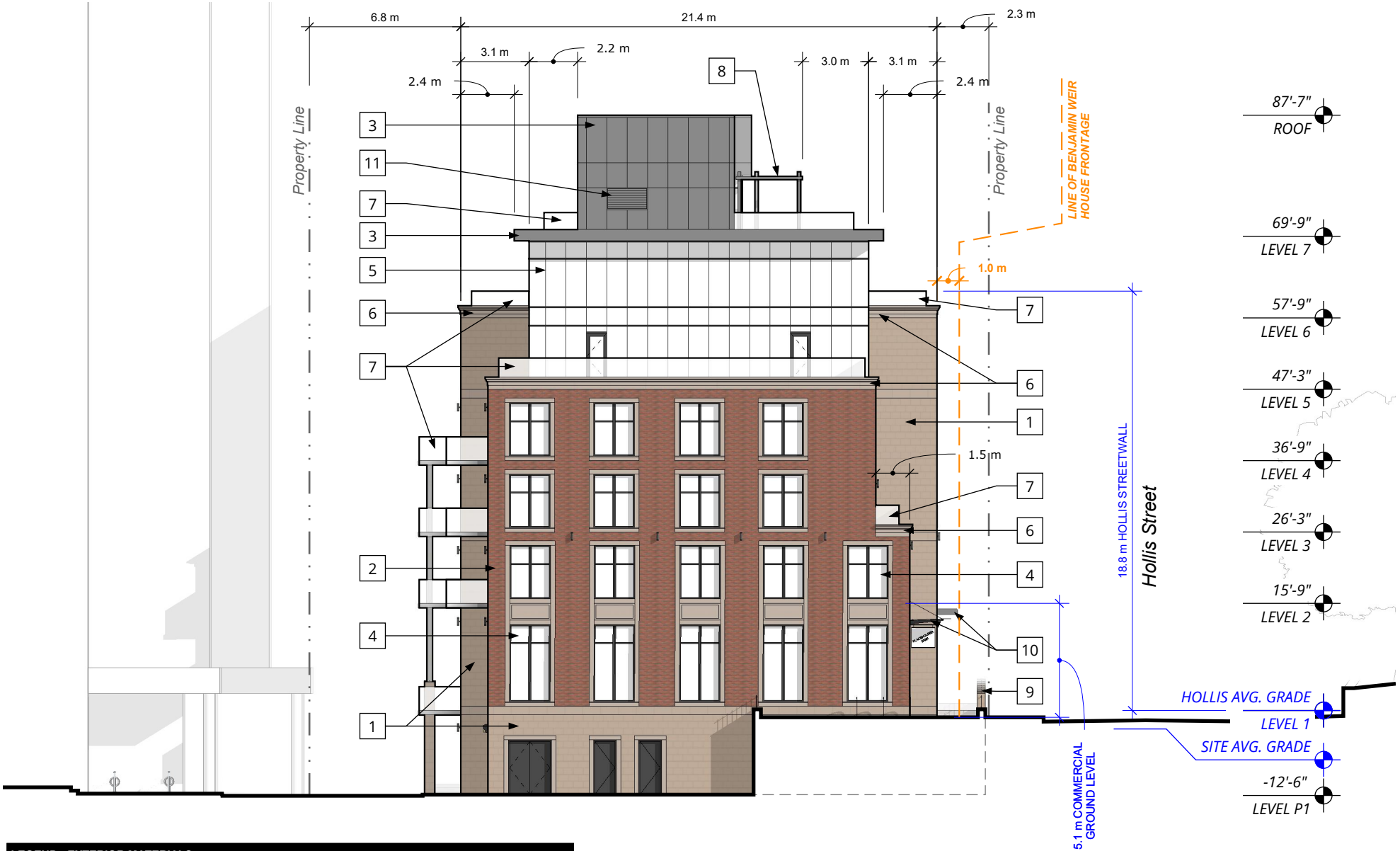
Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

A203



LEGEND - EXTERIOR MATERIALS			
1	ARCHITECTURAL BLOCK / STONE MASONRY	7	TEMPERED GLASS GUARDRAIL
2	BRICK MASONRY	8	OPEN-AIR PERGOLA SHADE STRUCTURE
3	COMPOSITE PANEL SYSTEM	9	ORNAMENTAL FENCE
4	PUNCHED WINDOWS	10	METAL & GLASS CANOPY
5	CURTAIN WALL GLAZING SYSTEM	11	MECHANICAL LOUVERS
6	MASONRY / PRECAST CORNICE	12	PARKING GARAGE ACCESS

8.5x11"

The Governor

North Elevation

ARCHITECTURE 49

Halifax, NS

189-00134-00 July 13, 2020

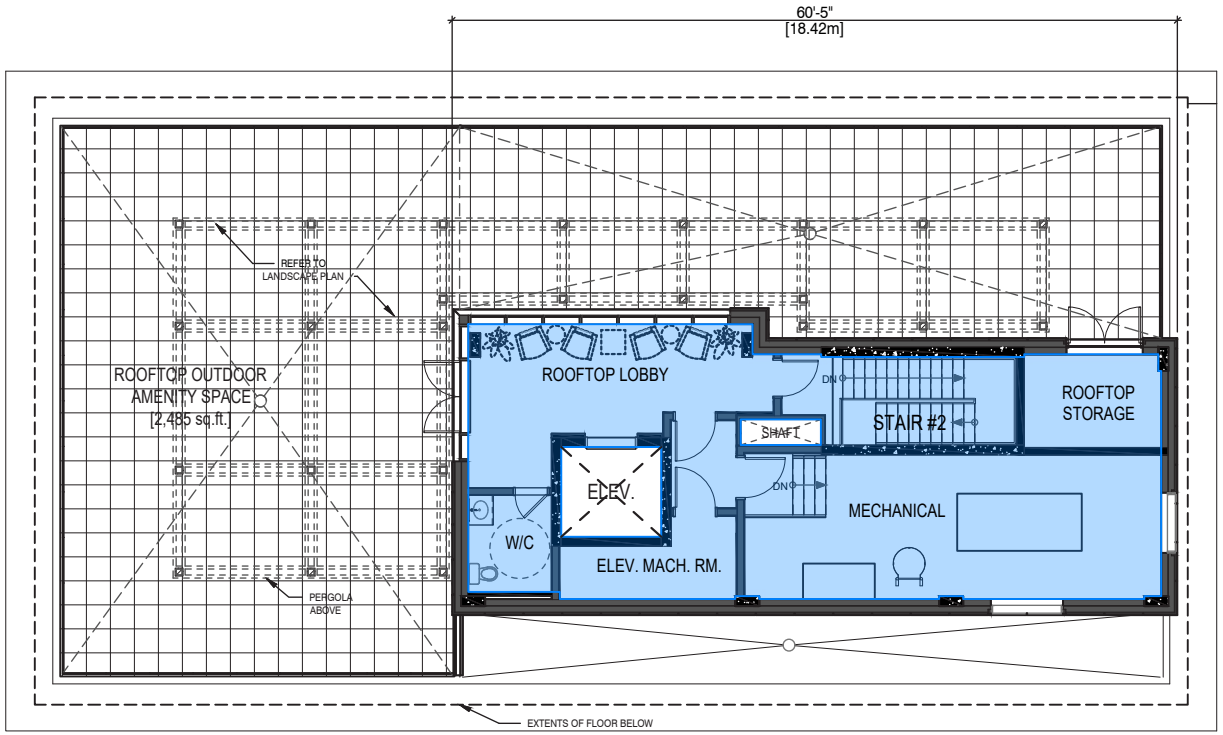
SCALE: 1" = 20'-0"

0 10 20 40 80 FT

A204

HOLLIS ST

BISHOP ST



FLOOR AREA: 1,151ft² [106.9m²]

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level 7

ARCHITECTURE 49

Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A107

Attachment B: Variance Requests

VARIANCE REQUESTS

The following is a description of the requested variances that are part of this Site Plan Approval application. Details and rationale for each variance have been provided in the sections to follow. The following is a list of variances that are being requested:

1. Streetwall Height
   a. Minimum streetwall height (require 11 m, requesting 9.5 m on northern part of the streetwall on Hollis Street);
   b. Maximum streetwall height (require 11m, requesting 18.8 m on Hollis Street and 17.5 m on Bishop Street);
2. Minimum streetwall width (require min. 80%, requesting 61.7% on Bishop Street);
3. Setback from interior lot line (require max. 20% of lot width, requesting 22% at rear (East side))
4. Minimum streetwall stepback (require 3m, requesting 1.85 m on portions of streetwall on Hollis Street)
5. List of features referenced under Section 8(8) of the Land Use By-law that require 3 metre rooftop stepback.

---

1. STREETWALL HEIGHTS

Variances have been requested to adjust the minimum and maximum streetwall height on Hollis Street (as shown in ***Figure 1***) as well as the maximum streetwall height on Bishop Street. The following is a rationale of how each variance request meet the criteria as set by the Design Manual.

Figure 1: Streetwall Height Variance Requests

1A: STREETWALL HEIGHT (MINIMUM)

Downtown Halifax Land Use By-Law Requirement:

s9(3) The minimum streetwall height shall be 11 metres high, or the height of the building where the building height is less than 11 metres.

A variance has been requested to lower a portion of the Hollis Street streetwall to 9.5m (which is below the required 11m minimum height). The northern portion of the streetwall height on The Governor has been lowered to 9.5m to align and match the Benjamin Weir House's cornice line. This partial lowering of the streetwall immediately adjacent to a heritage building allows for continuation and transition along the Hollis Street streetwall.

VARIANCE CRITERIA & RATIONALE (Minimum Streetwall Height – Hollis Street)

3.6.3 Streetwall Height Variance

Streetwall heights may be varied by Site Plan Approval where:

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

The Governor's streetwall has been designed to retain and respect the effect achieved by small to mid-rise buildings, and their relationship to the street with the downtown's Heritage Conservation District. As described in previous sections of this application, the streetwall design has elements that reinforce existing rhythms and proportions on the street and pay homage to the details of the historic buildings currently present as well as to those that are no longer there. By lowering the northern portion of the streetwall, those rhythm and design elements are carried forward from the Benjamin Weir House to The Governor and help to retain and transition the historic elements into this new development.

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

The request to lower the northern portion of the streetwall below the required 11m brings more consistency and transition to the current streetwall on Hollis Street and allows the historic character to transition into this new development.

1B. STREETWALL HEIGHT (MAXIMUM)

Downtown Halifax Land Use By-Law Requirement:

s9(2) The maximum streetwall height shall be as specified on Map 7.

(The amended Map 7 passed with Old South Suburb HCD shows the maximum streetwall height to be 11m for both Hollis Street and Bishop Street.)

The streetwall heights on both Hollis Street and Bishop Street require variances to go beyond the 11m maximum streetwall height that was placed on the Old South Suburb Heritage Conservation District as amendments to the LUB were adopted by Council.

We understand the Design Manual sets criteria for streetwall height variances and requires consistency with the Design Manual as well as meeting one of the criteria set in 3.6.3 (b)–(d). We have presented how The Governor's proposed streetwall height not only meets the Design Manual objectives as well as the remaining three criteria in (b)-(d).

VARIANCE CRITERIA & RATIONALE (Maximum Streetwall Height – Hollis Street & Bishop Street)

3.6.3 Streetwall Height Variance

Streetwall heights may be varied by Site Plan Approval where:

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

The Governor's streetwall has been designed to retain and respect the effect achieved by small to mid-rise buildings, and their relationship to the street with the downtown's Heritage Conservation District. As described in previous sections of this application, the streetwall design has elements that reinforce existing rhythms and proportions on the street and pay homage to the details of the historic buildings currently present as well as to those that are no longer there.

As illustrated in the previous section, the height of the proposed streetwall instills proper transition to the Benjamin Weir House by respecting the 45° plane extending from the outside edge of the heritage building and at a height equal to the highest point of the habitable portion of said heritage building. The 45° angle control is further kept through the Benjamin Weir House's cornice line and helps to limit the size of the central portion of the façade of The Governor.

Finally, given the additional 1.0m setback (to a total of 2.3m setback), the proposed streetwall height achieves nearly a 1:1 ratio of streetwall height to the effective right-of-way with the right-of-way being slightly wider than the streetwall is high. As described in Schedule S-1, this 1:1 ratio is highly desired within the downtown as it creates a comfortable pedestrian-friendly streetscape environment. The Design Manual also speaks to the downtown having a minimum streetwall height of 11m. While the new LUB amendments have changed the heights on streetwall for this site, The Governor remains in line with the objects set by the Manual for the rest of the downtown.

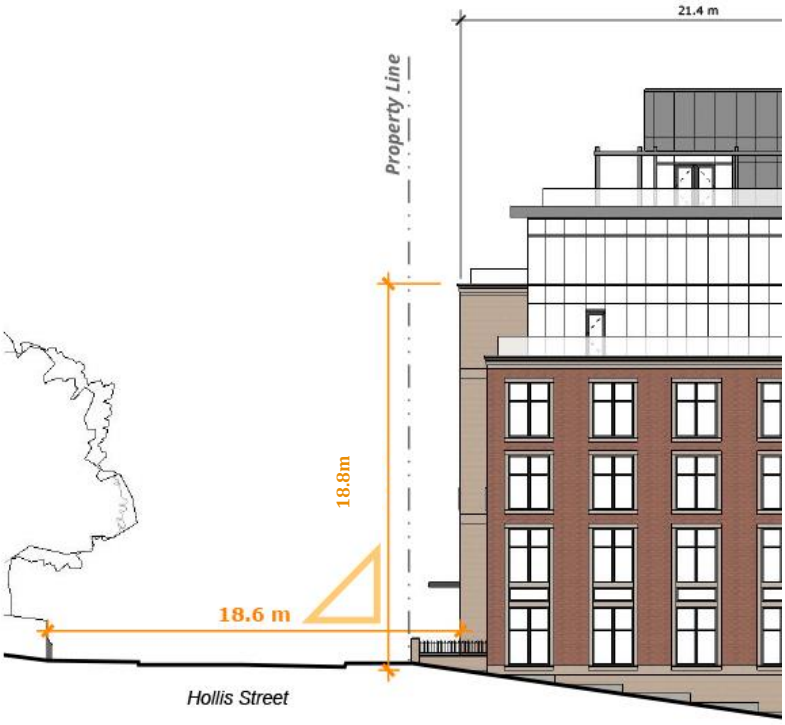


Figure 2: Effective Right of Way to streetwall provides nearly a 1:1 ratio

b. the modification is for a corner element that is used to join streetwalls of differing heights; or

The overall massing of the building, with its articulated streetwalls on Hollis Street and Bishop Street, is designed to create a transition from the taller established streetwalls to the south and east, to the lower scale of the Benjamin Weir House and beyond. The Bishop Street streetwall descends from its much taller neighbour in the Alexander tower and mirrors the height of the building opposite the street. Rounding the corner, the streetwall then steps up by one storey (responding to the sloping grade of Bishop), before finally dropping down to match the Benjamin Weir House's existing cornice line at the northern end of the site. This approach to transition between disparate streetwall heights emulates the eclectic style of development in Downtown Halifax, rather than simply taking the average of two heights. The result is a dynamic building form, with Georgian-inspired symmetry, which fits in well with both its modern neighbours and the heritage context.

Figure 3: The Governor building connecting differing streetwall and emulating the eclectic style of development in Downtown Halifax

The Governor building itself serves as a corner element structure that connects streetwalls of differing heights on Bishop Street and Hollis Street. Directly to the north, Hollis Street varies between 2.5 – 3 storeys while Bishop Street hosts a 24-storey tower to the east and a 4 storey podium to the south. The Governor's massing, volume, and streetwall serve as a corner element for the intersection of these two streetwall heights and bring better transition and cohesion to the immediate block as well as to the Old South Suburb Heritage Conservation District. See Figure 4, Figure 5, and Figure 6 for visual representation of these transitions.

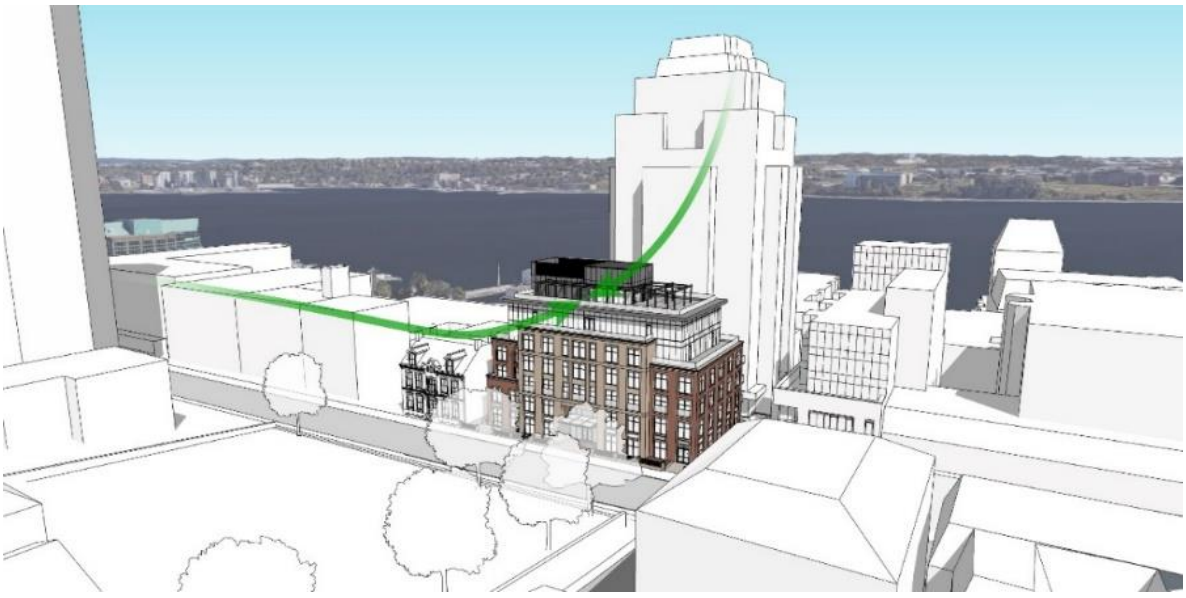


Figure 4:The Governor serving as a corner element for two different streetwalls

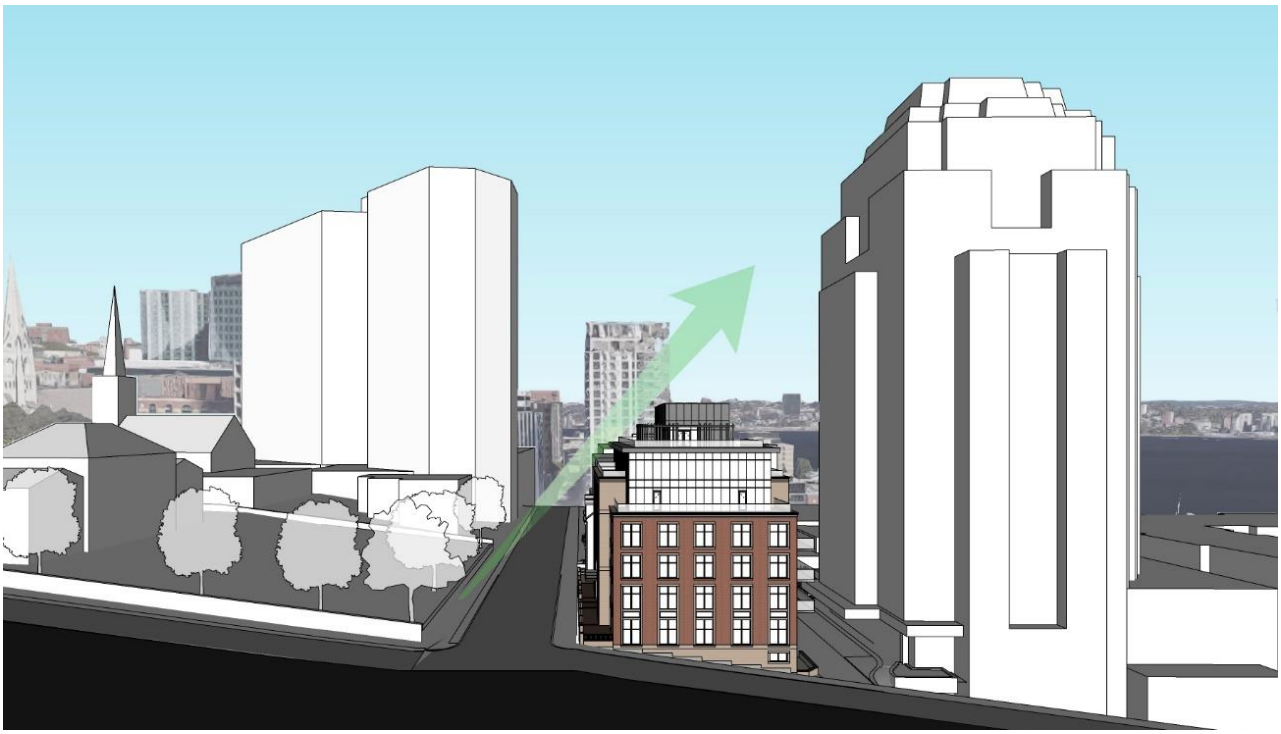


Figure 5: The Governor building serving as an appropriate transitional element for the Bishop/Hollis Street intersection.

Figure 6: The Governor building serving as an appropriate transitional element for the Bishop/Hollis Street intersection (eye-level perspective).

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

Bishop Street:

The proposed streetwall height for the Bishop Street façade aligns with the current built forms on the street. To the east, is the 24-storey The Alexander building. Across Bishop Street, to the south of the site, is a building which has a 4 storey streetwall. Based on this, having a streetwall height of 11m would be inconsistent with the existing context.

The proposed 17.5m streetwall (4 storeys) on Bishop Street provides more consistency to the block by providing a less dramatic transition up the hill toward Hollis Street while also better mirroring and framing the harbour facing views with the building across the street.

Hollis Street:

Given the need for a higher streetwall on Bishop Street and to provide more consistency and transition for the immediate area, Hollis Street also requires a streetwall height variance to continue the built and massing form around the corner on the western side of the building. Given the historic Georgian-style architecture being used to bring a historic look and feel to the site, additional volume and massing has been assigned to the front of the building through an additional storey. This additional massing highlights the prominence of the central portion of the façade, a move in keeping with the historic feel of the neighbourhood. By granting the two streetwall variances for both Hollis Street and Bishop Street, The Governor provides more consistency to the character of the block by mirroring and framing views to the waterfront with adjacent developments, by transitioning the heights of adjacent towers towards Hollis Street, and by allowing for historic architecture styles to bring value to the heritage district.

Figure 7: Views of The Governor building from Bishop Street looking towards the Halifax Harbour. The height of the streetwall better mimics and frames adjacent buildings to the south.

d. where a landmark building element is called for pursuant to the Design Manual.

As described in section 3.4 of Schedule-1: Design Manual, *"the downtown's civic character is largely defined by highly visible sites occupying important symbolic locations…"* Corner sites offer higher visual exposure and give the immediate intersection opportunity to become more defined. Since corner sites also provide additional frontage and visual prominence, there is further opportunity to instill a greater level of character into the neighbourhood they are in.

Few vacant corner sites exist in downtown Halifax, with even fewer offering views of the Halifax Harbour the way that 1441 Hollis Street does. As described in Schedule S-1, corner sites have the ability to *shape the image and character of an area* and therefore have a *greater civic obligation* to *meet higher design standards*. The Downtown Halifax Design Manual rightfully recognizes the importance of these opportunity sites and identifies that in order *"to enhance the distinction and landmark quality of new buildings in [such] locations, modest exceptions to stepbacks and height restrictions are permitted to encourage massing and design that accentuate the visual prominence of the site."*

The proposed design for The Governor offers 1441 Hollis Street the opportunity to create a landmark building. The proposed design offers the site high quality definition and articulation for the Hollis Street/Bishop Street intersection by mirroring (and transition from) adjacent buildings while also framing iconic waterfront views. The Governor's thoughtful design, massing, and architectural detailing give the current site prominence in a manner that is appropriate to its surroundings and to the historical neighbourhood it resides in.

Given the site's location, visual and developable potential, and the ability to fit in with the current built forms surrounding the site, The Governor's design (along with the requested streetwall height variances), should be supported to provide 1441 Hollis Street with a landmark building that the site and intersection call for.

Figure 8: A night-time rendering of The Governor highlighting its ability to be a landmark element for the site, the Old South Suburb Heritage Conservation District, and the downtown as a whole.

Based on the criteria above, we ask that HRM and DRC grant variances for minimum and maximum streetwall heights on Hollis Street and maximum streetwall height on Bishop Street.

2. STREETWALL WIDTH (BISHOP STREET)

Downtown Halifax Land Use By-Law Requirement:

s9(6) On lots other than on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous

The streetwall width on Bishop Street requires a variance to reduce the required 80% minimum width to 61.7% to allow for the required front setback on Hollis Street and for the right-of-way located on the eastern portion of the site.

VARIANCE CRITERIA	RATIONALE
3.6.4 Streetwall Width Variance *Streetwall widths may be varied by Site Plan Approval where:*	--
a. the streetwall width is consistent with the objectives and guidelines of the Design Manual; and	a. The streetwall design is consistent with the Design Manual as described in Sections 3 and 4 of this application letter. The streetwall of the building occupies as much of the Bishop Street lot width as it can (less the required Hollis Street setback and space for the right-of-way).
b. the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.	b. The subject site provides challenges to achieving the minimum streetwall width along Bishop Street. Given the space required for the right-of-way access on the east side of the building, in addition to the required 2.3m set back on Hollis Street, achieving an 80% streetwall width on Bishop Street is not possible. The proposed design includes an unbroken streetwall along Bishop Street for as much as the site will allow while still providing for the Hollis Street setback, and right-of-way access to adjacent lots and to underground parking.

Based on the criteria above, we ask that HRM and DRC grant a variance of streetwall width on Bishop Street from 80% minimum to 61.7%.

Figure 9: Illustration of requested streetwall coverage variance

3. INTERIOR LOT SETBACK

Downtown Halifax Land Use By-Law Requirement:

s10(3) – The low-rise portion of the building may be setback from interior lot lines no more than 20% of the lot width. This requirement is applicable at the rear and interior side of the property.

A variance for the interior lot line set back on the east side of The Governor is required to allow for the provision of the right-of-way and underground parking access. The requested variance is to allow for the low-rise portion of the building to be setback to 6.79m on the interior lot line (22% of the lot width) on the east side of the building. Granting this variance will allow for the provision of the right-of-way and access to underground parking, which is needed for the site functioning.

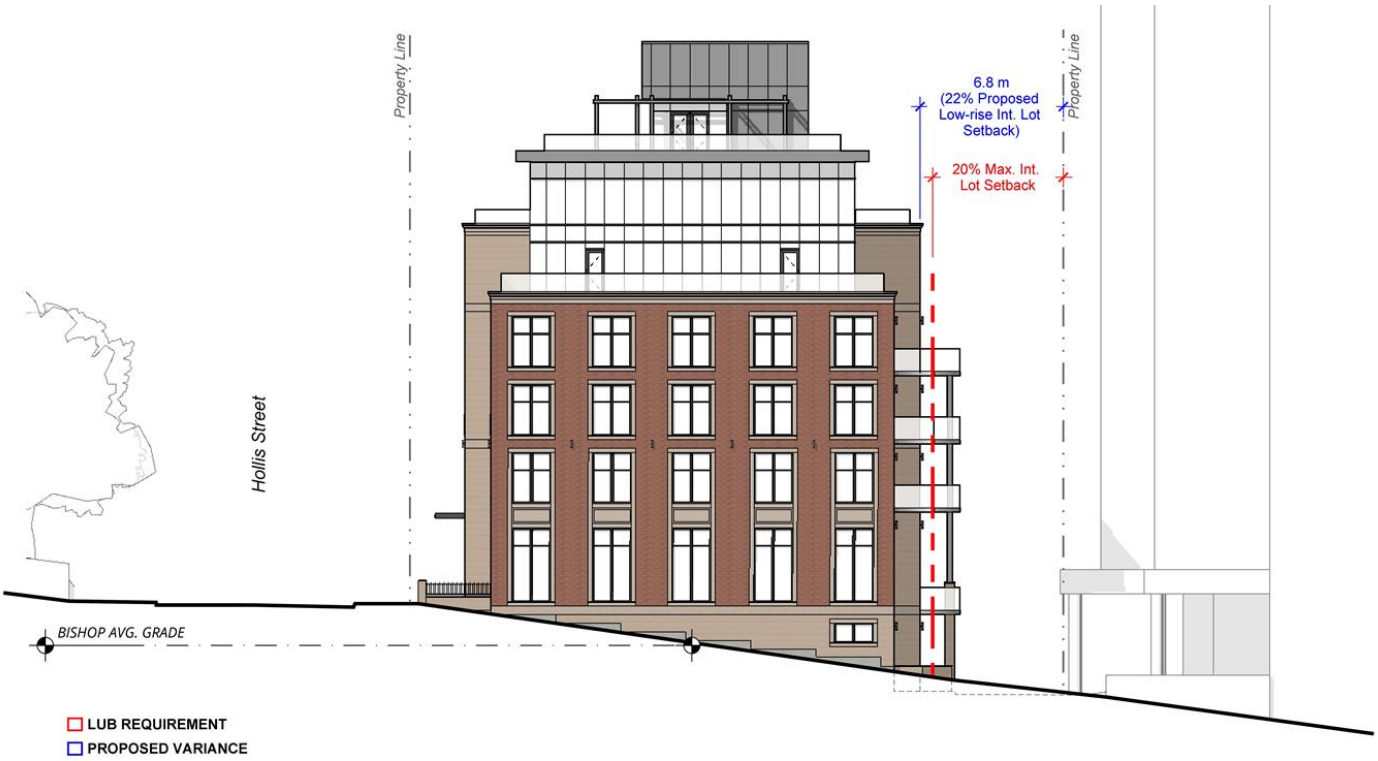


Figure 10: Illustration of requested interior lot line set back, 6.79m (22% of lot width)

4. MINIMUM STREETWALL STEPBACK (PARTIAL)

Downtown Halifax Land Use By-Law Requirement:

9(7) The following minimum stepbacks above the streetwall shall apply to buildings with streetwall setback requirements of 0 to 1.5 metres or 0 to 4.0 metres as identified on Map 6:

(a) *a minimum of 3 metres for that portion of a building that is a maximum of 33.5 metres in height;*

The streetwall stepback on Hollis Street requires a variance to reduce the building's stepback from 3.0m to 1.85m along the "wings" of the building. A rationale for this change is described below:

VARIANCE CRITERIA	RATIONALE
3.6.5 Upper storey streetwall stepbacks may be varied by Site Plan Approval where:	--
a. the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and	a. The streetwall design is consistent with the Design Manual as described in Sections 3 and 4 of this application letter as well as the rationale presented in *part b)* of this variance criteria.
b. the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.	b. The requested variance to allow a decreased stepback above the "wings" of the streetwall along Hollis Street enhances the prominence of the Georgian-style base. This is a significant aspect of the building's overall massing design and its integration with the street and its heritage context. The glass volume above the streetwall is designed to be simple and modern, with minimal articulation, so as not to distract from the heritage-inspired architecture of the building's base. The plane of the glass façade is aligned with the 3m stepback as measured at the central portion of the streetwall. At the "wings," the streetwall setback is increased in order to cede prominence to the principal central façade, in keeping with the Georgian style. This creates symmetry in the façade and allows it to retain Georgian proportions (even while maintaining a continuous streetwall along a wider lot frontage). Due to the additional setback at the base and the minimal design of the building's middle, the stepback above these recessed sections of streetwall is effectively reduced to 1.85m.

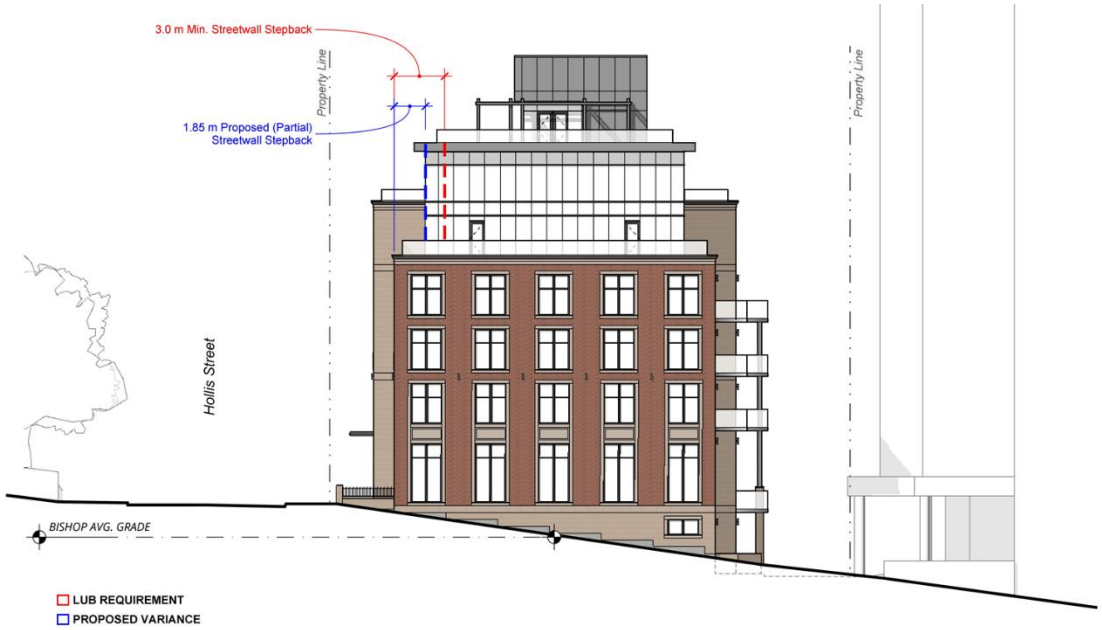


Figure 11: South elevation illustrating requested variance of upper streetwall stepback on Hollis Street to 1.85m

Figure 12: Hollis Street frontage illustrating the recessed "wing" streetwalls ceding prominence to the central streetwall, as well as the minimal design of the façade above, to avoid distraction from the heritage-inspired design of the streetwalls.

5. LIST OF FEATURES REFERENCED UNDER SECTION 8(8) OF THE LAND USE BY-LAW

Downtown Halifax Land Use By-Law Requirement:

S 8(8)The height requirements in subsections (6) and (7) of section 8, and subsection (15C) of section 7 shall not apply to a church spire, lightning rod, elevator enclosure, an elevator enclosure above a structure required for elevator access to rooftop amenity space, flag pole, antenna, heating, ventilation, air conditioning equipment or enclosure of such equipment, skylight, chimney, landscape vegetation, clock tower, solar collector, roof top cupola, parapet, cornices, eaves, penthouses or other similar features, provided that the total of all such features, shall occupy in the aggregate less than 30 % of the area of the roof of the building on which they are located. (RC-Jun 25/14;E-Oct 18/14)

We are requesting a variance to Section 8(8) of the Land Use By-law to remove the following rooftop features from the required 3.0m setback:

- *"elevator enclosure";*
- *"an elevator enclosure above a structure required for elevator access to rooftop amenity space";*
- *"heating, ventilation, air conditioning equipment or enclosure of such equipment"; and*
- *"penthouses or other similar features"*

RATIONALE:

Section 3.3.4 of the Design Manual describes Roof Line and Roofscapes and requires that the design of the roof must be carefully considered. The following was provided to HRM staff as part of our Pre-Application submission and highlights how our design meets the Design Manual's criteria. Section 3.3.4 (d) has been further elaborated on to support the need for our requested variance.

Guideline 3.3.4 Roof Line and Roofscapes

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

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

c. The flat rooftops will be landscaped.

d. The design of the rooftop has been integrated into the overall expression of the building. Mechanical/ functional features on the rooftop are screened from view through its incorporation into the building's "top". The screened features have also been placed in the northwest corner of the building's rooftop for functional purposes and to meet requirements from the National Building Code. Given the space required for these features, this particular location is appropriately set back from Hollis Street and Bishop Street and minimizes the appearance from these streets as well as to the east of the building which is screened by The Alexander. The overall design of the rooftop is consolidated into a single, subtle and well-designed rooftop structure.

e. Not applicable – no low-rise rooftops

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

Due to dimensional constraints and internal lot setbacks and stepbacks from shared property lines, it is not functionally possible to achieve the required setbacks for the following rooftop features: the egress stair, elevator enclosure, mechanical room and screened HVAC equipment. Per the Design Manual's section 3.3.4(d), these systems need to be integrated into a single, well-designed rooftop structure. To achieve the required setback, some of these systems (such as screened HVAC areas and the mechanical room) would need to be relocated elsewhere in the building, which would compromise the objective stated under 3.3.4(d). Furthermore, certain features such as the elevator enclosure and egress stairwell serve the amenity roof level and cannot be relocated due to the necessary configuration of circulation and egress spaces throughout the building (as required by the NBC 2015). Such features are necessary to the functionality and accessibility of the shared rooftop amenity space.

The Governor

Halifax, NS

189-00134-00 July 13, 2020

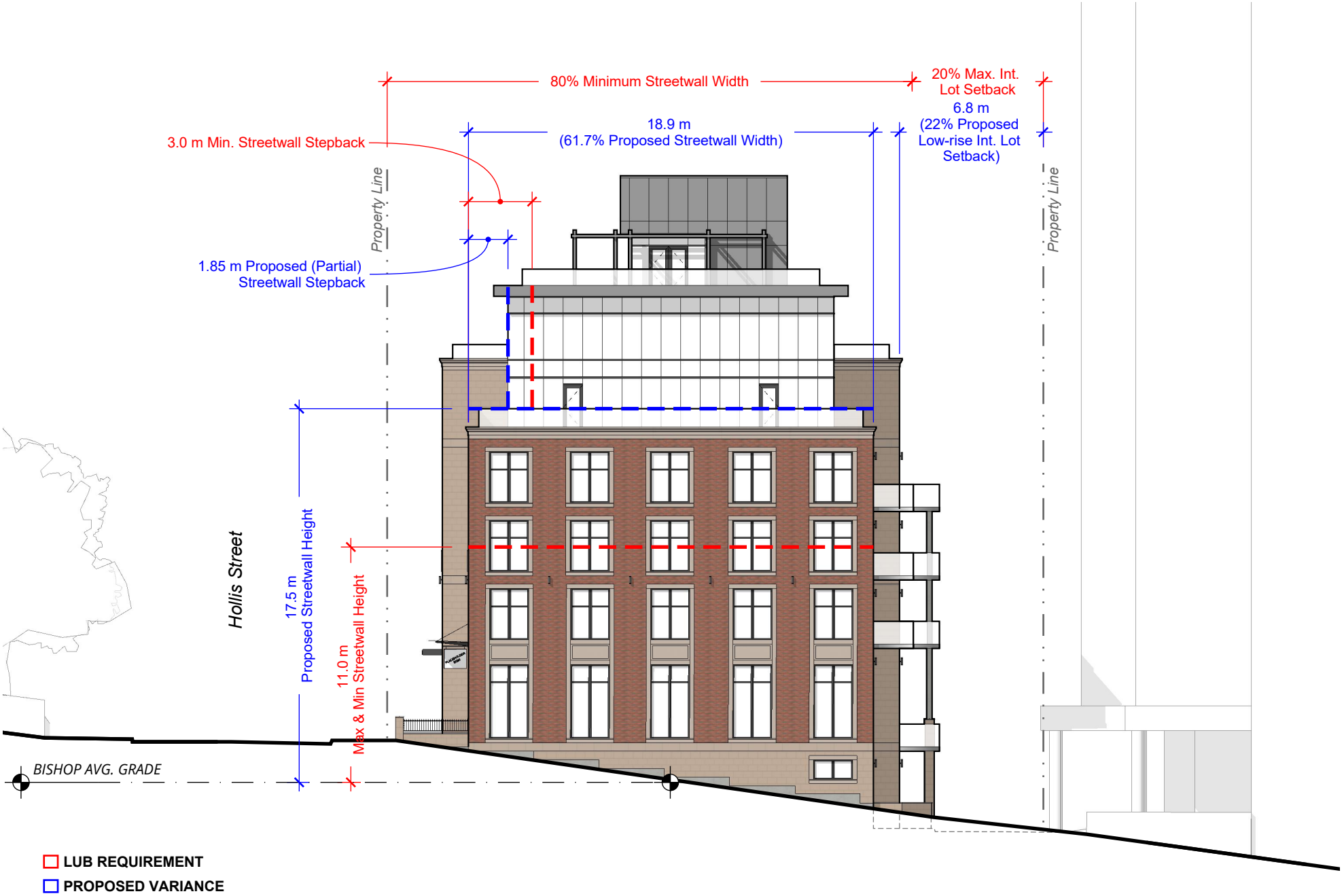
Variances - West Elevation (Hollis)

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

ARCHITECTURE 49

A230



The Governor

Halifax, NS

189-00134-00 July 13, 2020

Variances - South Elevation (Bishop)

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

ARCHITECTURE | 49

A231

Attachment C: Wind Assessment

600 Southgate Drive
Guelph, ON N1G 4P6
Canada

Tel: +1.519.823.1311
Fax: +1.519.823.1316

May 29, 2020

Andrew Kent
Director, Developments
Killam Apartment Reit
Office: 902.453.9000 | Direct: 902.453.3300 | Cell: 902.471.4510
3700 Kempt Road, Suite 100
Halifax, NS B3K 4X8

Re: Pedestrian Wind Conditions - Letter of Opinion
Bishop and Hollis Site Plan Approval – Halifax, NS
RWDI #1702895

Dear Andrew:

As per your request, RWDI has prepared this letter to comment on the potential wind impact of recent design changes to your proposed development at Bishop and Hollis in Halifax. RWDI conducted a desktop assessment for the development in 2017, based on local wind climate, surrounding buildings and our past experience with wind tunnel testing of similar buildings. Our main findings were summarized in the following report:

> *Pedestrian Wind assessment – Halifax Governors Plaza – Halifax, Nova Scotia, RWDI Project #1702895, May 26, 2017, submitted to Jeffry Haggett, WSP Canada Inc, by Jill Bond, Hanqing Wu and Edyta Chruscinski.*

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

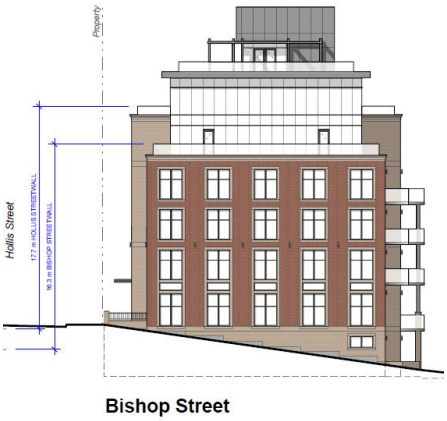
It is our understanding that the building footprint was moved by 1m to the east for the site plan approval. The site plans for our initial wind assessment in 2017 and for the current site plan approval in 2020 are compared below. Hollis Street currently consists of a sidewalk and a bike lane on the east side, and a curb-side parking, a sidewalk and a large landscaped yard on the west side of the street. A 1m change in building location (or street width) will not alter our wind assessment and conclusions.

Andrew Kent
Killam Apartment Reit
May 29, 2020

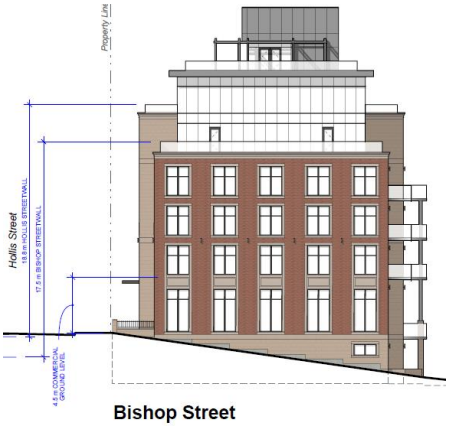
2017 site plan used for initial wind assessment

Current plan with building moving 1m to the east

The height of the proposed building (or streetwall) has also changed slightly. As shown by the elevations below, the Hollis Street streetwall has changed from to 17.7m to 18.8m (an increase of 1.1m), and the Bishop Street streetwall has changed from 16.3m to 17.5m (an increase of 1.2m). Again, small changes on the order of 1m will not alter our wind assessment and conclusions.



Previous elevation (2020-03-20)



Current elevation (2020-05-06)

We trust this satisfies your requirements for the project. Should you have any questions or require additional information, please do not hesitate to call.

Yours very truly,

Original Signed

Original Signed

Eng.
Senior Technical Director / Principal

Original Signed

Edyta Chruscinski, P. Eng., PMP, LEED AP
Senior Project Manager / Associate

600 Southgate Drive
Guelph, ON N1G 4P6
Canada

Tel: +1.519.823.1311
Fax: +1.519.823.1316

February 25, 2020

Andrew Kent
Director, Developments
Killam Apartment Reit
3700 Kempt Road, Suite 100
Halifax, NS B3K 4X8
Office: 902.453.9000 | Direct: 902.453.3300 | Cell: 902.471.4510
Email: akent@KillamREIT.com

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> *Pedestrian Wind assessment – Halifax Governors Plaza – Halifax, Nova Scotia, RWDI Project #1702895, May 26, 2017, submitted to Jeffry Haggett, WSP Canada Inc, by Jill Bond, Hanqing Wu and Edyta Chruscinski.*

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

It is our understanding that the building footprint was recently moved by 1 m to the east for the site plan approval. The site plans for our initial wind assessment in 2017 and for the current site plan approval in 2020 are compared below. Hollis Street currently consists of a

sidewalk and a bike lane on the east side, and a curb-side parking, a sidewalk and a large landscaped yard on the west side of the street. A 1 m change in building location (or street width) will not alter our wind assessment and conclusions.

2017 site plan used for initial wind assessment

Current plan with building moving 1m to the east

We trust this satisfies your requirements for the project. Should you have any questions or require additional information, please do not hesitate to call.

Yours very truly,

RWDI

Original Signed

Hanqing Wu, Ph.D., P.Eng.
Senior Technical Director / Principal

REPORT

HALIFAX GOVERNORS PLAZA

HALIFAX, NOVA SCOTIA

PEDESTRIAN WIND ASSESSMENT

PROJECT #1702895

MAY 26, 2017

SUBMITTED TO

Jeffry Haggett, MCIP, RPP
Senior Planner Development and Strategy
jeffry.haggett@wspgroup.com

WSP CANADA INC.
1 Spectacle Lake Drive
Dartmouth, Nova Scotia B3N 1X7
O: 902.835.9955 ext. 224
M: 902.237.3504

SUBMITTED BY

Jill Bond, B.A.Sc., EIT
Technical Coordinator
jill.bond@rwdi.com

Hanqing Wu, Ph.D., P.Eng.
Technical Director / Principal
Hanqing.wu@rwdi.com

Edyta Chruscinski, P. Eng, PMP, LEED AP
Senior Project Manager
edyta.chruscinski@rwdi.com

RWDI
600 Southgate Drive,
Guelph, Canada N1G 4P6
T: 519.823.1311 ext. 2505
F: 519.823.1316

1. INTRODUCTION

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

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

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

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

Image 1: Rendering of the proposed project

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

2. BUILDING AND SITE INFORMATION

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

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

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

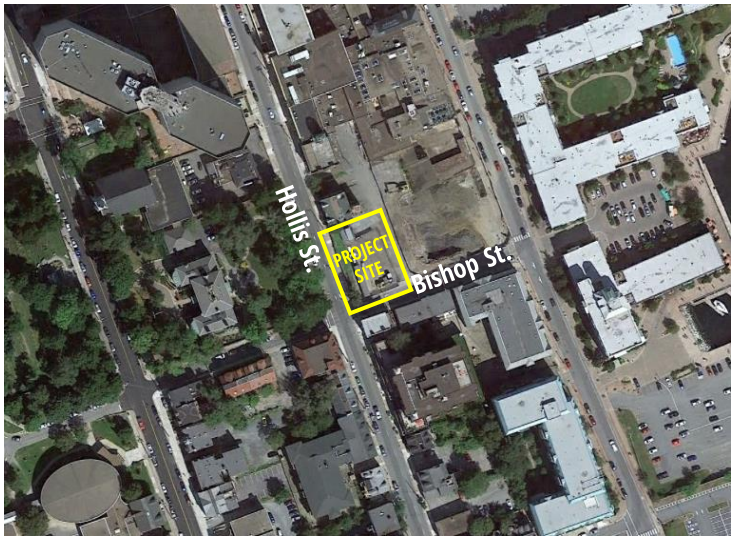


Image 2 - Aerial View of Existing Site and Surroundings *(Courtesy of Google™ earth).*

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

RWDI Project #1702895
May 26, 2017

3. METEOROLOGICAL DATA

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

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

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

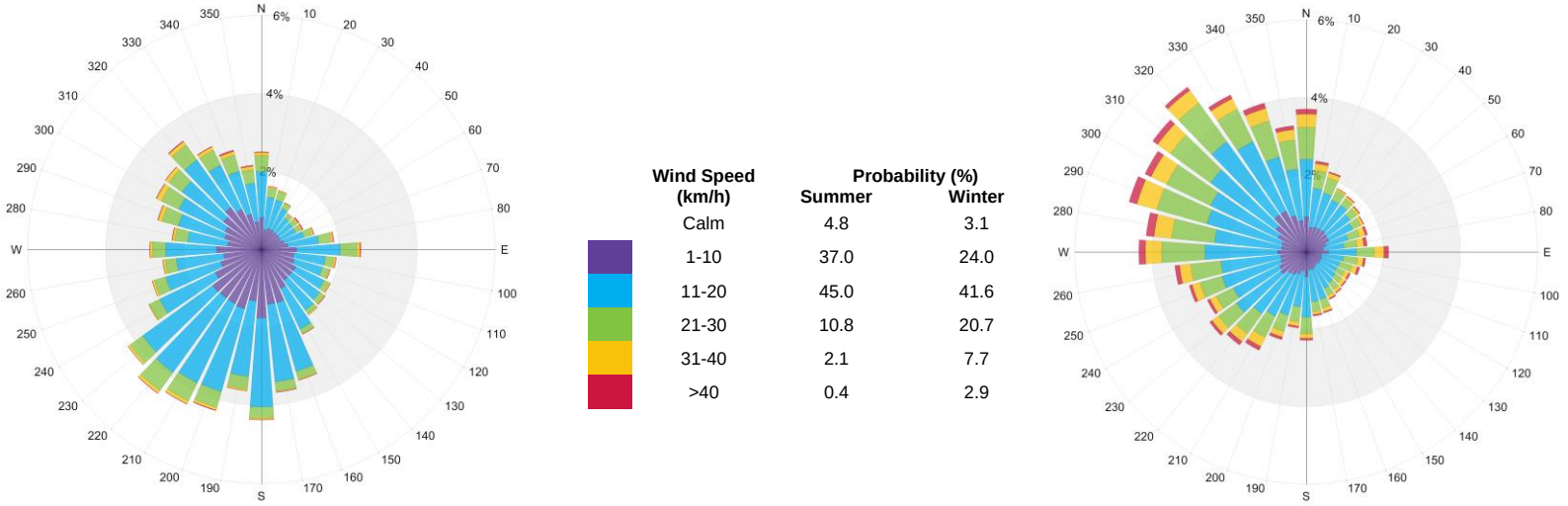


Image 4 – Directional Distribution of Winds Approaching Shearwater Airport (1985 – 2015).

4. PEDESTRIAN WIND CRITERIA

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

Pedestrian Safety

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

Pedestrian Comfort

Sitting (≤ 10 km/h): Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blown away.
Standing (≤ 14 km/h): Gentle breezes suitable for main building entrances and bus stops.
Strolling (≤ 17 km/h): Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park.
Walking (≤ 20 km/h): Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering.

Uncomfortable: None of the comfort categories are met. Wind conditions are considered suitable for sitting, standing, strolling or walking if the associate mean wind speeds are expected for at least four out of five days (80% of the time). Wind control measures are typically required at locations where winds are rated as uncomfortable or they exceed the wind safety criterion.

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

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

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

5. PEDESTRIAN WIND CONDITIONS

Background

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

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

Due to the proposed building's limited height and the sheltering provided by tall buildings to the northwest and the taller building adjacent to the east, in addition to the significant grade change providing shelter from prevailing westerly and northwesterly winds, it is our opinion that the wind safety criterion will be satisfied throughout the year on and around the development. Detailed discussions on the potential wind comfort conditions at key pedestrian areas are provided in the next three sections.

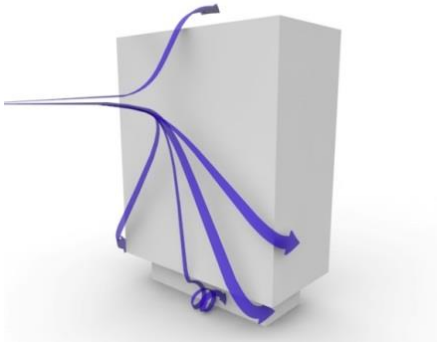


Image 5a – Downwashing Flow

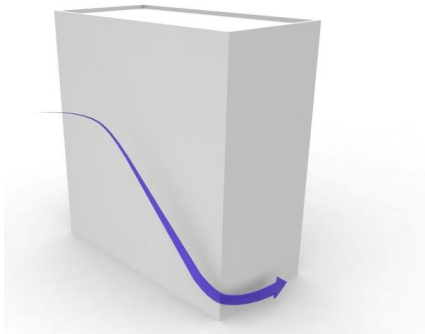


Image 5b – Corner Acceleration

5. PEDESTRIAN WIND CONDITIONS

Sidewalks

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

Entrances

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

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

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

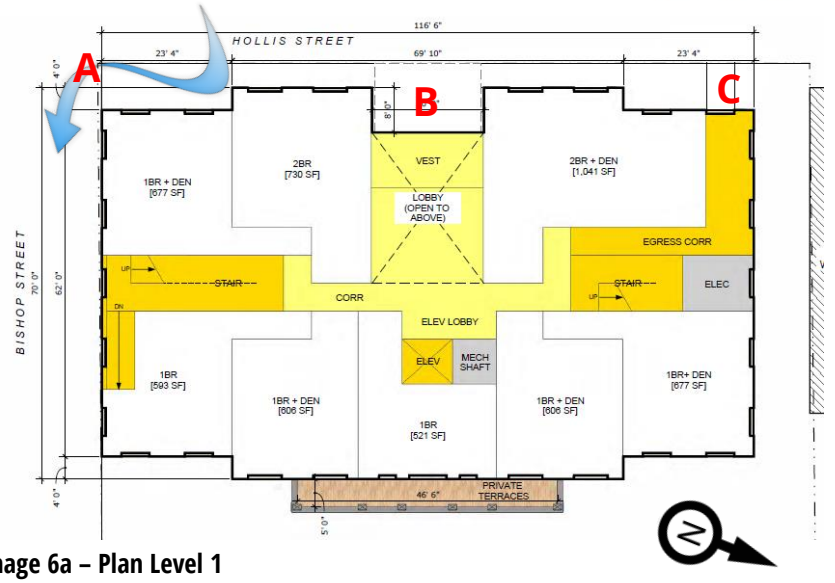


Image 6a – Plan Level 1

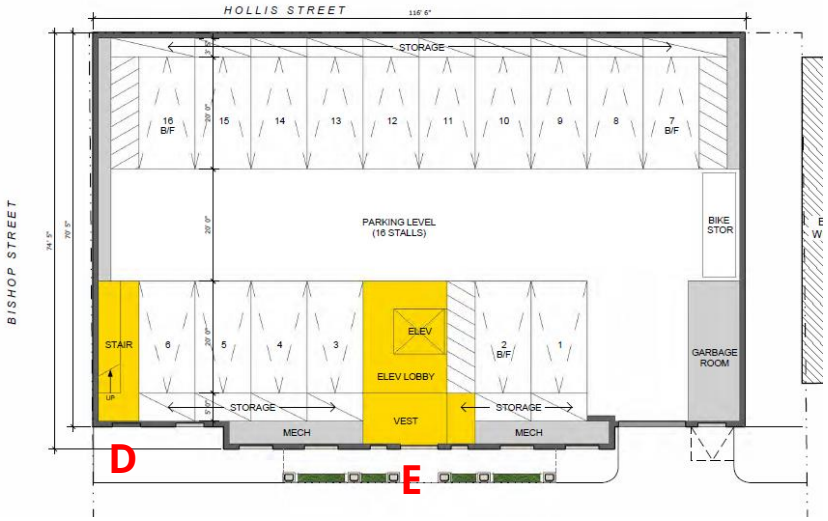


Image 6b – Plan Level P1

RWDI Project #1702895
May 26, 2017

Rooftop Amenity

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

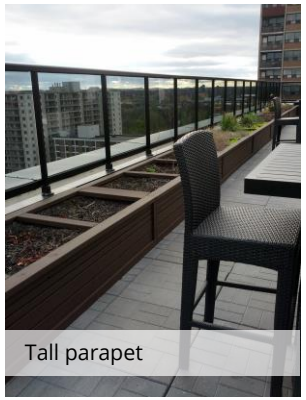
The overhead trellis would help decrease wind speeds if the material is approximately 70% solid, however vertical elements would be more effective at dissipating horizontal winds. Effective wind control measures include taller guardrails and local landscaping placed to the west of any seating area. See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

Image 7 – Eastern Bird's Eye View

5. PEDESTRIAN WIND CONDITIONS

Wind Control Features

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


Tall parapet


Local landscaping


Tall parapet and landscaping


Tall, porous parapet

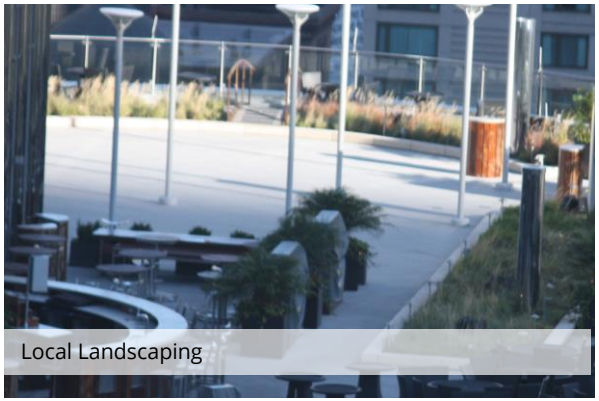

Local Landscaping

Image 8 – Examples of Wind Control Features

6. SUMMARY

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

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

7. APPLICABILITY OF RESULTS

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

REVISED

MEMO

TO: HRM Planning & Development

FROM: WSP Canada Inc. on behalf of Killam Apartment REIT

SUBJECT: **Case 23021: 1441 Hollis St. (PID 00003749) "The Governor" Proposed Public Benefit for Site Plan Approval Post-Bonus Density**

DATE: **August 18, 2020**

Dear Ms. Maund,

In accordance with section 12 of the Downtown Halifax Land Use By-law, our application for Case #23021 requires that a public benefit be provided through The Site Plan Approval process.

This is a result of our proposed project exceeding the pre-bonus building height as identified in the Downtown Halifax Land Use By-law, as amended. The following memo summarizes the public benefit requirements, and our client, Killam Apartment REIT**'s** proposed public benefit that will be provided through The Governor's Site Plan Approval process.

Required Public Benefit Value:

The following is the Public Benefit Value calculated in the manner that has been prescribed in the Old South Suburb Amendments to the Downtown Halifax Land Use By-Law

- Pre-Bonus FAR: 2.0
- Post-Bonus FAR Maximum: 4.0

Lot Area:	1,184.5 m^2
Floor area of The Governor:	3,578.1 m^2
FAR of The Governor:	3.02 : 1
Pre-Bonus FAR:	2.00 : 1
Floor Area in excess of Pre-Bonus FAR:	(1.02/3.02) x 3,578.1 m^2 = 1,208.50 m^2
Factor #1:	1,208.50 m^2
Factor #2:	0.20
Factor #3:	$258
Public Benefit Value:	(1,208.50 m^2) x (0.20) x ($258/$m^2$) = **$62,358.60**

Proposed Public Benefit Contribution:

Section 12(7) of the Downtown Halifax Land Use By-law lists the available public benefit options for this type of application. For this particular development, category (j) *the undergrounding of overhead electrical and communication distribution systems* has been selected which will help to improve the Downtown Halifax neighbourhood.

Proposed Benefit Value:

The invoices for the undergrounding of communications distribution systems have been provided as part of this Public Benefit submission. The cost to prepare for and to underground this infrastructure is in excess of $70,000 which exceeds the calculated value for post-bonus FAR in the land use by-law. It is also confirmed that the electrical Killam Apartments REIT has confirmed that the undergrounding of electrical systems on the Bishop St. – Salter St./Hollis St. – Lower Water St. block has also been completed.

By undergrounding electrical and communication infrastructure on this block, Killam has invested in the downtown by significantly improving the look and feel of the streetscape on the immediate block, as well as for the downtown core.

If there are any further comments or concerns with regard to this proposed public benefit, please do not hesitate to contact me.

Sincerely,

Signature Redacted

Anne Winters, MCIP, LPP
WSP Canada Inc.
E: anne.winters@wsp.com
T: (902) 536-0913

cc: akent@KillamREIT.com
Encl. Invoices and email communication for undergrounding work of telecommunication infrastructure

INVOICE

Account #	Invoice Date	Invoice #	Amount Due	Due Date
	18/08/2020 DD/MM/YYYY	**356576**	$ 17,250.00	17/09/2020 DD/MM/YYYY

Amount Paid
$

Killam Properties
3700 Kempt Rd, Suite 100
Halifax, NS
B3L 4X8

Please make cheque payable to:

Eastlink
PO Box 8540
Halifax, NS B3K 5M2

Please complete and return this portion with your payment

Account #	Invoice Date	Invoice #	Terms	Due Date	Customer Reference / PO Number
M4300	18/08/2020 DD/MM/YYYY	**356576**	Net 30 days	17/09/2020 DD/MM/YYYY	RT#1037570 - 1441 Hollis St

Killam Properties
3700 Kempt Rd, Suite 100
Halifax, NS
B3L 4X8

Quantity	Description	Unit Price	Gross amount
1.000	Eastlink removal from poles on Hollis St and relocation to underground on behalf of Killiam's new development at 1441 Hollis St, Halifax.	15,000.00	15,000.00

A late payment charge of 2.5% per month (34.49% per annum) will be charged on past due amounts.

Eastlink
PO Box 8540
Halifax, NS B3K 5M2

Billing Inquiries: 1-877-255-1758

GST/HST# 87047 3634

Subtotal:	$ 15,000.00
GST/HST:	2,250.00
PST/QST:	0.00
Invoice Total:	**$ 17,250.00**

INVOICE

Bell Aliant

KILLAM APARTMENT REIT

Account number 50092585
Statement date 2020 06 20

Account Summary

For inquiries regarding this account, please call 1-877-659-7012

Previous Month	Amount of last bill	0.00
	Balance forward	0.00
Current Month	Current month charges	

Date	Invoice #	Description	
2020 06 20	0095603468	0008593275	42,643.15
2020 06 20	0095603469	0008593285	12,614.94
		Total for current month	55,258.09

Total amount due **55,258.09**

Please pay upon receipt. To avoid a Late Payment Charge,please ensure we receive your payment on or before Jul 20,2020.

Account number	Statement date	Amount due	Amount paid
50092585	2020/06/20	55,258.09	

For Bell Aliant use

KILLAM APARTMENT REIT
ANDREW KENT
3700 KEMPT RD SUITE 100
HALIFAX NS CA
B3K 4X8

Information

Bell Aliant

A late payment charge (LPC) of 3.00% monthly (42.57% per annum) is applied when payment has not been received by the company by the due date.

BC12063ASAPCS

Bill Payment options

Please mail your payment to:

BELL ALIANT
C/O SPECIAL BILLING
5115 CREEKBANK RD, E2-M2
MISSISSAUGA, ONTARIO
L4W 5R1

Bell Aliant

KILLAM APARTMENT REIT

Account number **50092585**
Statement date **2020 06 20**

C5009258CCG570

Invoice

Sales order number 8593275
Billing doc. 95603468

For inquiries regarding this transaction
Please call 1-877-659-7012
Customer info. : KILLAM APARTMENT REIT
: 3700 KEMPT RD SUITE 100
: HALIFAX
Customer P.O. # : 375410
Remarks:
20-OTB-122 / PO# 375410 / RELOCATE AND REMOVE ALL AERIAL TELECOMMUNICATIONS ON HOLLIS ST BETWEEN BISHOP ST AND SLATER ST, INCLUDING REFEEDING 1472 HOLLS ST, HALIFAX

Hr./ Qty	Description	Unit Price	Total Price	Note
	FLAT CHARGE		37,081.00	

Total current charges	37,081.00
HST (15.0%) (Registration No. 100458652)	5,562.15
Total taxes	5,562.15
Total transaction charges	42,643.15

THANK YOU FOR CHOOSING BELL ALIANT

Note : 1. Provincial tax exempt
2. GST or HST exempt

Bell Aliant

KILLAM APARTMENT REIT

Account number 50092585
Statement date 2020 06 20

C5009258CCG570

Invoice

Sales order number 8593285
Billing doc. 95603469

For inquiries regarding this transaction
Please call 1-877-659-7012
Customer info. : KILLAM APARTMENT REIT
: 3700 KEMPT RD SUITE 100
: HALIFAX
Customer P.O. # : 364824
Remarks:
20-OTB-123 / PO 364824 / SUPPLY AND INSTALL NEW CLEAR CURVE FIBRE OPTIC CABLE AND CAT5E FROM MAIN TELEPHONE ROOM TO EACH UNIT; INCLUDING TERMINATING AND TESTING

Hr./ Qty	Description	Unit Price	Total Price	Note
	FLAT CHARGE		10,969.51	

Total current charges	10,969.51
HST (15.0%) (Registration No. 100458652)	1,645.43
Total taxes	1,645.43
Total transaction charges	12,614.94

THANK YOU FOR CHOOSING BELL ALIANT

Note : 1. Provincial tax exempt
2. GST or HST exempt

Attachment E: Design Rationale

SUBMITTED ON BEHALF OF KILLAM APARTMENT REIT

THE GOVERNOR

SITE PLAN APPROVAL APPLICATION

SUBSTANTIVE SITE PLAN APPROVAL APPLICATION

ARCHITECTURE | 49

1 APPICATION OVERVIEW

WSP Canada Inc. (WSP) and Architecture 49 (A49) are submitting this Site Plan Approval application for 1441 Hollis Street on behalf of Killam Apartment REIT (Killam). This is the second Site Plan Approval submission for The Governor building (previously known as Governor's Plaza) which was originally submitted to HRM in November 2017 and reviewed and approved by the Design Review Committee (DRC) in February 8th, 2018.

Since DRC's approval, the building has gone through minimal design changes. The changes that have occurred included the addition of balconies on the east side of the building, a reduction in unit count, and the conversion of ground floor space from residential to commercial. All of these design alterations were non-substantive in nature and were approved at the discretion of HRM's Development Office. While these changes were minimal, they did delay the issuance of the site's building permits. In October 2019, construction drawings began to be internally finalized and preparation for submission to HRM's development office for review and permitting began. The completed package for permitting was submitted by Killam on January 6th, 2019.

On January 14, 2020, HRM adopted amendments to the Downtown Halifax Land Use By-law that would designate "Precinct 2: Barrington Street South" as the Old South Suburb Heritage Conservation District. Based on discussion with HRM Staff, we understand the Halifax Charter mandates that in order to protect development rights on a given site three items are required: a Site Plan Approval, a Development Permit, and a Construction Permit. Although The Governor did have Site Plan Approval and a Development Permit issued for the development, the Construction Permit had not yet been received.

The Land Use By-law amendments are now adopted and in effect, creating the new Old South Suburb Heritage Conservation District. HRM Staff have advised that since no Construction Permit was issued for The Governor, any development rights that were previously approved by DRC were not grandfathered with the changes to the Land Use By-law. As a result, The Governor is required to go through the Substantive Site Plan Approval process again.

It should be noted that the overall design of the building remains the same as what was previously envisioned and submitted in 2017. In order to keep the high-quality design standards and retain the overall integrity and value that the building brings to this prominent corner-site, a series of variances have been requested (as still permitted by the Downtown Halifax Land Use By-law and Schedule S-1 Design Manual). Approval of these variances will permit the original design to comply with the new set of regulations adopted by Regional Council on January 14, 2020.

A summary of the timeline has been shown below to better illustrate dates and complexities experienced for this application.

2 DESIGN RATIONALE

The project property is located at the corner of Hollis Street and Bishop Street, in the Heritage Conservation District of the Old South Suburb in Downtown Halifax. The site is currently vacant, having served as parking for several years, and is surrounded by offices and hotels, commercial uses, new and historic residential uses and institutions such as churches, universities and the Government House residence. The new development will incorporate 13 residential units, 2 commercial spaces at ground floor, and underground parking and amenity spaces on the rooftop and at grade.

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

The internal site setback serves as access space for both secondary residential access and underground parking entrances. It also serves to maintain a right-of-way with the adjacent Alexander building, as well as for buildings that are interior to the block that The Governor is on (e.g. the Benjamin Weir House).

The building form is defined by three main elements, emulating the varied and gradual evolution of heritage buildings in Downtown Halifax and cities abroad:

1. The main core of the building is formed by the Georgian-inspired volume with light-coloured masonry, detailing and window proportions to reflect the style of its neighbours;
2. The adjacent brick portion creates a varied façade which breaks up the building's mass; and
3. The building steps back to a modern portion above, composed of glass and metal for an impression of lightness, and to remain a background element to the principal heritage inspired aesthetic of the lower portion.

A penthouse on the roof allows access to the common rooftop deck, providing residents with greenery and outdoor space, as well as views of the Harbour and Downtown Halifax.

3 LAND USE BY-LAW REGULATIONS AND DESIGN MANUAL GUIDELINES

The following is a review of how the submitted application meets the criteria set forward in the Downtown Halifax LUB and Schedule S-1 Design Manual with amendments as per the Old South Suburb Heritage Conservation District adopted January 14, 2020.

DOWNTOWN HALIFAX LAND USE BY-LAW CRITERIA

	Downtown Halifax LUB	The Governor
Zone	DH-1	
Permitted Land Uses	Commercial uses, excluding adult entertainment uses; Cultural uses; Institutional uses; Marine-related uses; Open Space uses; Residential uses; Transportation uses; and Uses accessory to the foregoing.	Both residential and commercial permitted.
Residential: Dwelling Mix	(4a) One third of the total number of dwelling units, rounded up to the nearest full number, in a building erected, altered or used as a multiple unit dwelling shall be required to include two or more bedrooms. (5) Residential uses shall have direct access to the exterior ground level separate from any non-residential use.	The building consists of 12 units with two bedrooms or more and one 1-bedroom unit: (1) 1-bedroom units (9) 2-bedroom units (3) 3-bedroom units Residential access remains separate from commercial access.
Landscaped Requirements	Requirements of section 7(6) – 7(11) have been deleted as part of the OSS HCD amendments.	Although Landscape Open Space requirements have been removed from the Old South Suburb amendments, The Governor will provide open space on the ground floor. This has been shown in the accompanying Landscape Plan.
Built Form Requirements	**Lot Requirements** 8(1) Every lot shall have frontage on a street. **Number of Buildings on a Lot** 8(2) no more than one main building on one lot or one building on more than one lot **Registered Heritage Properties: Development on Abutting Property** 8(5) In addition to the requirements of this By-law, development on a lot abutting a Registered	Frontage exists on two streets - Hollis and Bishop Streets. One building on the lot is proposed. This development is adjacent to a registered heritage building and meets the requirements of the

	Heritage Property shall be subject to the requirements of the Design Manual.	Design Manual and the Land Use By-law as described in Section 3 and 4 of this letter.
Building Height: Maximum Pre-bonus and Maximum Post-bonus heights	8(10) Features referenced in subsection (8) shall be setback no less than 3 metres from the outer most edge of the roof on which they are located. No setback is required for clock towers, parapets, cornices and similar architectural features.	Rooftop Stepback (north side): 0m* Rooftop Stepback (east side): 2.2m* Rooftop Stepback (south and west sides): >3.0m *A variance has been requested to remove a selection of features that is referenced in Section 8(8) of the LUB so that blank walls such as mechanical rooms and internal accesses are within the 3.0m stepback on the north east corner of the rooftop.
Landscaping for Flat Rooftops	**Landscaping for Flat Rooftops** 8(12) All buildings erected or altered, with a flat roof shall provide a fully landscaped area on those portions of the flat roof not required for architectural features or mechanical equipment. These landscaped areas need not be fully accessible except where they are provided pursuant to the requirements of subsections (10) and (11D) of section 7	The accompanying Landscape Plan includes provisions for rooftop landscaping.
Land Uses at Grade	**Land Uses at Grade** 8(13) The ground floor of a building, … shall have a floor-to-floor height of no less than 4.5 metres.	Ground Floor Height: 4.5m
View Plane Requirements	Section 8(14)-(16)	The Governor's overall height has increased by 1.14m (due to an increase in the ground floor height). It does not protrude through a view plane.
Rampart Requirements	Section 8(17)	The Governor's overall height has increased by 1.14m (due to an increase in the ground floor height). It does not protrude through a rampart. See accompanied letter from a certified surveyor.
Wind Impact	Section 8(18)	No negative impact to wind conditions resulting from the proposal. See attached Letters of Opinion from RWDI to previous Wind Impact Statement.

Accessory Buildings	Section 8(19)	No accessory buildings are proposed.
Prohibited External Cladding Materials	Section 8(20)-(21)	The Governor is not proposing any prohibited external cladding materials.
Drive-Thrus	Section 8(22)	No drive-thrus proposed.
Streetwalls	**Streetline Setback** Section 9(1) Map 6: varies 0-4 Section 11(2.2)(b) Streetwall Height Section 9(2) Map 7: maximum height 11m **Streetwall Width** 9(5) A streetwall shall extend the full width of a lot abutting the streetline. 9(6) …streetwall width may be reduced to no less than 80 % of the width of a lot abutting a streetline, provided the streetwall is contiguous. **Streetwall Stepback** Section 9(7): requires 3m stepback	Bishop Street setback: 0m. Hollis Street setback: 2.33m (1.0m behind adjacent heritage building). Hollis Street: 18.8m* Bishop Street: 17.5m* *variances have been requested – see Section 5 of Application. Hollis Street: 92% Bishop Street: 61.7%* *variance has been requested – see Section 5 of Application. Central portion of building: 3.0m North and South portions of building (e.g. the "wings"): 1.85m* *a variance has been requested – see Section 5 of Application.
Building Setbacks and Stepbacks	**Low-Rise Buildings** 10(3) – The low-rise portion of the building may be setback from interior lot lines no more than 20% of the lot width. This requirement is applicable at the rear and interior side of the property. **Mid-Rise Buildings** 11(2.4)(a) Above a streetwall height of 18.5m the mid-rise portion of a building shall be setback from interior lot lines no less than 3m.	**Low-Rise Portion** Interior Lot Line Setback (East Side): 6.79m (22.2% of lot width)* *variance has been requested – see Section 5 of Application. Interior Lot Line Setback (North Side): 3m (8% of lot width) **Mid-Rise Portion** Interior Lot Line Stepback (East Side): 9.79m

		Interior Lot Line Stepback (North Side): 6m
Permitted Encroachments	10(13) Balconies shall be permitted encroachments into a setback, stepback or separation distance, at or above the level of the second storey of a building, provided that the protrusion of the balcony is no greater than 2mfrom the building face …	The glass railing above the parapet is part of the building's streetwall. Because these railings are part of the streetwall, they do not project into the 2m stepback. There are no projecting balconies above that are encroaching into the stepback.
Height/ Density	Map 4: Pre-Bonus Density: 2.0 FAR Map 5: Post Bonus Density: 4.0 FAR	The Governor 3.02 FAR.

SCHEDULE S-1 DOWNTOWN DESIGN MANUAL GOALS

Precinct 2: Old South Suburb Heritage Conservation District

These design guidelines shall support the heritage conservation goals of the Old South Suburb Heritage Conservation District (HCD) Plan. The purpose of the HCD Plan is to encourage the preservation, rehabilitation, and restoration of the Old South Suburb's historic buildings, streetscapes, and public spaces. The Plan seeks to promote the District as a unique destination by securing existing heritage resources and by encouraging appropriate development, especially in the large empty spaces of the District. The following three heritage conservation goals are mutually supportive:

(a) To promote the District as a heritage and cultural destination for residents and visitors capitalizing on a unique community identity;

The Governor contributes to the cultural and historical significance of the District through the development of a vacant corner site with a high-quality building that pays respect to the Georgian-era style of architecture. The design, massing, height, and building materials all contribute to the look, feel, and synergy of the Old South Suburb neighbourhood.

(b) To secure and encourage public and private investments in heritage resources protecting and conserving the traditional character of the District; and

The Governor is located next to the Benjamin Weir House, a Provincially register heritage building owned by Killam that dates back to 1864. The Governor has been designed to enhance and promote this heritage building through the design, building materials and placement of the building on the site. All of these considerations work to protect and conserve this valuable heritage resource.

(c) To encourage cohesive development that supports a setting consistent with the traditional character of the District.

The Governor provides this currently vacant site with a building that is cohesive with the neighbourhood and to the adjacent Benjamin Weir House. While being a modern building, it provides the site (and surrounding neighbourhood) with elements of traditional character by emulating the Georgian-style architecture that was historically seen in the Old South Suburb neighbourhood. The proposed building also provides cohesion to the Bishop Street/Hollis Street intersection through site definition, building character, and creating a pedestrian friendly environment through appropriate height transitions, façade rhythm, and streetwall to right-of-way ratios.

SCHEDULE S-1: DOWNTOWN HALIFAX DESIGN MANUAL GUIDELINES

The following outlines how The Governor meets the guidelines set out in the Downtown Halifax Design Manual.

Guideline 3.1.1 Pedestrian Oriented Commercial

a. The programmed commercial spaces are divided into two narrow units at either end of the building. Both units are oriented to the sidewalk. The façade of the Governor emulates a rhythm along the streetwall that reflects buildings along this portion of Hollis Street. Given this natural flow and frequent breaks in the façade (through large windows), additional storefront entrances should not be required.

b. The first-floor façade is designed to pay homage to the heritage lines and aesthetic of the adjacent Benjamin Weir House. The façade on the commercial units have incorporated transparency in the form of similar punched fenestration.

c. Each commercial unit has its own entryway.

d. Not applicable – This building is not on a pedestrian-oriented commercial street as shown on Map 3 of the LUB.

e. Patios and spill-out activity is available through the 2.3m setback on Hollis Street.

f. The spaces at grade that are not dedicated to the residential lobby are programmed to be designated commercial (business/personal services) space.

Guideline 3.1.2 Streetwall Setback

See attached building drawings outlining streetwall setbacks. The streetwall is set back 2.3m on Hollis Street which is 1.0m greater than that of the Benjamin Weir House located directly beside The Governor.

Guideline 3.1.3 Streetwall Height

Although the streetwall height requirements have changed as part of the Old South Suburb LUB amendments, the proposed streetwall heights for The Governor is 18.8m along Hollis Street, and 17.5m along Bishop Street. These streetwalls are designed to better fit the original mandate set by the Schedule S-1 Design Manual (minimum 11m) for the rest of the downtown core, and to better utilize the corner site that The Governor is planned for. The proposed streetwall height on Hollis Street also provides the optimal 1:1 ratio of streetwall height to public right of way (18.5m). The streetwalls form a transition from the taller buildings to the south and east (along Hollis and Bishop Street respectively) to the lower scale of existing buildings on this block of Hollis Street. They also serve to mirror the massing of the building opposite on Bishop, framing the view corridor to the Halifax Harbour. See attached building drawings outlining streetwall heights as well as Section 5 for variance request rationale.

Guideline 3.2.1 Design of the Street Wall

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

b. The streetwall occupies the majority of the building's frontage on both Hollis and Bishop Streets, except for where internal lot setbacks were incorporated as required by the Land Use By-law, to preserve the functionality of a shared Right of Way, or to respect adjacent heritage architecture. A variance to lessen the streetwall width on Hollis Street has been described in Section 5 of this letter.

c. With the required setback of the building on Hollis Street (2.3m), the effective right-of-way width is proportional to the proposed height of the streetwall achieving a 1:1 ratio, providing optimal framing for a pedestrian-oriented street.

d. Stepbacks above the streetwall, immediately adjacent to the Benjamin Weir House on Hollis Street, maintain the cornice-line height established by the adjacent heritage architecture. The proposed streetwall respects a 45° angle from the roofline of the adjacent building. A minimum streetwall height variance has also been requested on the northern portion of the building so that a continued cornice line can be continued on from the adjacent Benjamin Weir House.

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

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

g. No pedestrian frontages have blank walls, nor any mechanical or utility functions.

Guideline 3.2.2 Building Orientation and Placement

a. The building is oriented towards Hollis Street, with a secondary façade fronting on Bishop Street. The primary residential entrance and the two commercial entrances for the site are located on Hollis Street. All have direct at-grade access to the public sidewalk, all are defined by glass canopies and breaks in the ornamental fence, and the two commercial units are further defined through projected signs (as shown in the accompanied signage plans). The main façade on Hollis Street is set back to respect the adjacent heritage property to the north, to create a small amenity space at ground level.

The secondary entrance is located within the internal setback off of Bishop Street, along with the parking access which runs through this space.

b. Not applicable

c. Not applicable

Guideline 3.2.3 Retail Uses

a. Not applicable

b. The Governor is not located on Pedestrian Oriented Commercial Streets (as designated on Map 3) however there will be suspended glass canopies over the main residential entrance of the building, as well as the two side commercial entrances.

c. The grade-level spaces on Hollis Street (apart from the residential entrance) are currently designed for business/personal services use, which could later be expanded to include retail uses, if so desired (assuming some degree of adherence to the design mandate of respecting the design of the adjacent building).

d. Although commercial entry ways are not immediately on to the side (due to the increased setbacks from Hollis Street required), they are in close proximity to the sidewalk and could allow for spill out activity if needed.

e. Not applicable (though the façade does avoid obstructions by deep projections)

f. Not applicable

g. Commercial signage will take the form of high-quality projecting signs immediately adjacent to the entry of each commercial space. All signage will be a minimum of 3.1m of any pedestrian surface and no signage will be projected into a setback, stepback, and/or public right of way. See accompanied Signage Plan for more details.

Guideline 3.2.4 Residential Uses

a. Not applicable

b. The entrance is at grade level and is clearly recognizable from the exterior.

c. The building does not feature a combination of individually-accessed units and common entrance or lobby-accessed units because the design of the Hollis Street frontage is intended to reflect the architectural style and typology of the adjacent heritage property, which features a common entrance on Hollis Street. This common entrance is an important part of the centralized composition of the heritage façade. A combination of common entry and individually-accessed units would not be in keeping with this style and would compromise the rhythm established by the heritage property.

d. All 2- and 3-bedroom units have outdoor amenity space immediately accessible through personal balconies and rooftop terraces.

e. Not applicable

f. Not applicable

Guideline 3.2.5 Sloping Conditions (Bishop Street)

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

b. The Hollis Street façade incorporates additional detailing between the first and second floor windows and articulated central massing. The window articulation, detailing around windows and frequency of fenestration is continued around the corner to the Bishop Street façade.

c. The façade design includes a regular grid of fenestration, leaving no blank walls on the residential levels. At grade, windows are incorporated into the base wherever possible (due to the relationship between the floor levels and the sloping grade) and continue around the eastern corner to the interior of the site. The façades step back at the corners to create a dynamic treatment of the building's edges, and the mass of the building above mirrors this move by stepping down to a lower streetwall on Bishop Street.

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

e. Not applicable - Retail not present on sloping street

f. There will be an egress point from the main stairwell off of Bishop Street.

g. The design of The Governor provides the transition of tower height and streetwall heights between existing buildings on Bishop Street and on Hollis Street. Its 18.8m streetwall gives this corner property appropriate massing, density and transition to create better character and visual appearance in the neighbourhood. See Section 5 for more detail on streetwall height.

Guideline 3.2.6 Elevated Pedestrian Walkways

Not applicable.

Guideline 3.2.7 Other Uses

a. The business/personal services uses at grade animate the street with frequent windows fronting on the public realm and following a rhythm and pattern established by the adjacent heritage building. This includes a prominent lobby, introducing pedestrian activity in keeping with the grain of the existing heritage architecture on the street.

Guideline 3.3.1 Building articulation

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

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

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

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

c: Secondary building volumes are articulated in brick masonry and coursing. Vertical detailing is also used to give architectural variety and visual interest.

d: Consistent design language and rhythm is used throughout.

Guideline 3.3.2 Materials

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

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

c. Building materials used on the front façade are carried around the building on all sides where any façades are exposed to public view at the side or rear.

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

e. Building materials draw from the palette recommended for new construction.

f. Building materials are being used appropriately to their natures and are not attempting to mimic other materials.

g. No stucco or stucco-like finishes used.

h. No vinyl siding, plastic, plywood, concrete block, EIFS or metal siding with exposed metal fasteners used.

i. No darkly tinted or mirrored glass used.

j. No unstained wood is used in the design of the rooftop decks.

Guideline 3.3.3 Entrances

a. The main entrance is recessed into a double height alcove with fenestration, leading into a double height common lobby. Emphasis is also being done through the commercial entrances which all contribute to the design meeting the downtown guideline: (1) changes to massing and materiality for the wings of the building where the commercial entrances are located; (2) punctuation in the ornamental fence centered at each entrance; and (3) masonry detailing around the frame of the doorways. Glass canopies will also be placed over all entrances (residential and

commercial), along with appropriate signage for the types of entryway will further indicate and emphasize where the entrances are located.

b. Both residential and commercial unit entryways will be covered by glass canopies. The primary residential entrance will also be recessed to provide additional articulation and weather protection.

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

Guideline 3.3.4 Roof Line and Roofscapes

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

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

c. The flat rooftops will be landscaped.

d. Rooftop mechanical is screened from view through its incorporation into the building's "top". The penthouse is consolidated into a single, subtle and well-designed rooftop structure. In order to properly screen these rooftop elements and meeting particular building code requirements, a variance has been requested to removed these features from the required 3m rooftop stepback in the LUB. See Section 5 for more detail.

e. Not applicable – no low-rise rooftops

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

Guideline 3.4.1 Prominent Frontages and View Termini

a. Not applicable

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

Guideline 3.4.2 Corner Sites

a. The building massing is recessed and is defined by a series of setbacks and step backs, which open up the corner along with views to the harbour and contribute to the Georgian symmetry of the building's stepped design overall. Further, the increased massing and streetwall heights used in this building's design is being used to properly transition from two varying streetwall heights on Hollis Street and Bishop Street.

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

c. Both street frontages have a frontal design, however given the grade of Bishop Street, incorporating an entrance is extremely challenging.

d. There is an open space located on the corner of Hollis Street and Bishop Street, with planting for visual/spatial relief.

Guideline 3.4.3 Civic Buildings

Not Applicable

Guideline 3.5.1 Vehicular Access, Circulation, Loading / Utilities

a. All parking located underground or internal to the building.

b. The vehicular parking access has minimal to no impact on the streetscape, as the entrance is located in the internal rear of the site, accessed by taking advantage of a mandatory right of way with the adjacent building to the East. The developer owns the right-of-way necessary to provide access to the building.

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

d. Access areas are designed with high quality materials and detailing.

e. Utilities, mechanical equipment and meters will be coordinated with the building design.

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

Guideline 3.5.2 Parking Structures

Not Applicable

Guideline 3.5.3 Surface Parking

Not Applicable

Guideline 3.5.4 Lighting

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

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

c. Entrances will incorporate illumination in its design.

d. Not applicable – no retail programming.

e. There will be no "light trespass" onto adjacent residential areas by the use of shielded "full cut-off" fixtures.

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

Guideline 3.5.5 Signs

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

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

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

d. No large freestanding signs, signs on rooftops, or large-scale advertisements are present in the design of the building.

e. The residential signage on this building is located in a sign band on the front entrance canopy. The two commercial spaces have high-quality projected signs that are appropriately sized and placed so as not to obscure views of windows and will be highly visible to pedestrians from the sidewalk.

f. Street addressing will be clearly visible.

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

4 HERITAGE GUIDELINES

4.3 GUIDELINES FOR ABUTTING HERITAGE DEVELOPMENTS

The following is an overview of how The Governor acknowledges, respects and contributes to the value that the Benjamin Weir House has in the downtown, as well as the significance of the Old South Suburb Heritage Conservation District.

4.3.1 Cornice Line

a. The continuation of the cornice line of the Benjamin Weir House is represented on the abutting property through a lineal parapet emphasized by a material change and set back above closest to the heritage property. The implied intention of the cornice line guideline is to clearly identify a continuous street wall scale. The streetwall scale of the Benjamin Weir House is emphasized by the scale of the windows on the first and second floors of the new development. The vertical emphasis of these bays further articulates the streetwall through a scale that is different from the upper levels of the Hollis Street facade.

4.3.2 Rhythm

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

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

c. Not applicable

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

4.3.3 Grade Level Height and Articulation

a. In order to accommodate commercial uses, the grade level height for The Governor is 4.5m. Although this is taller than the ground floor height of the adjacent Benjamin Weir House, window size and placement on The Governor's façade has been designed to replicate the look and feel of the adjacent heritage building so that a consistent flow has been maintained along the streetwall.

b. The proportions, detailing and spacing of fenestration and masonry coursing are designed to reflect those present on the Benjamin Weir House without copying its design directly. The character of the at-grade use is maintained in the attitude of the façade towards Hollis Street and the buffer established by the setback.

4.3.4 Height Transition

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

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

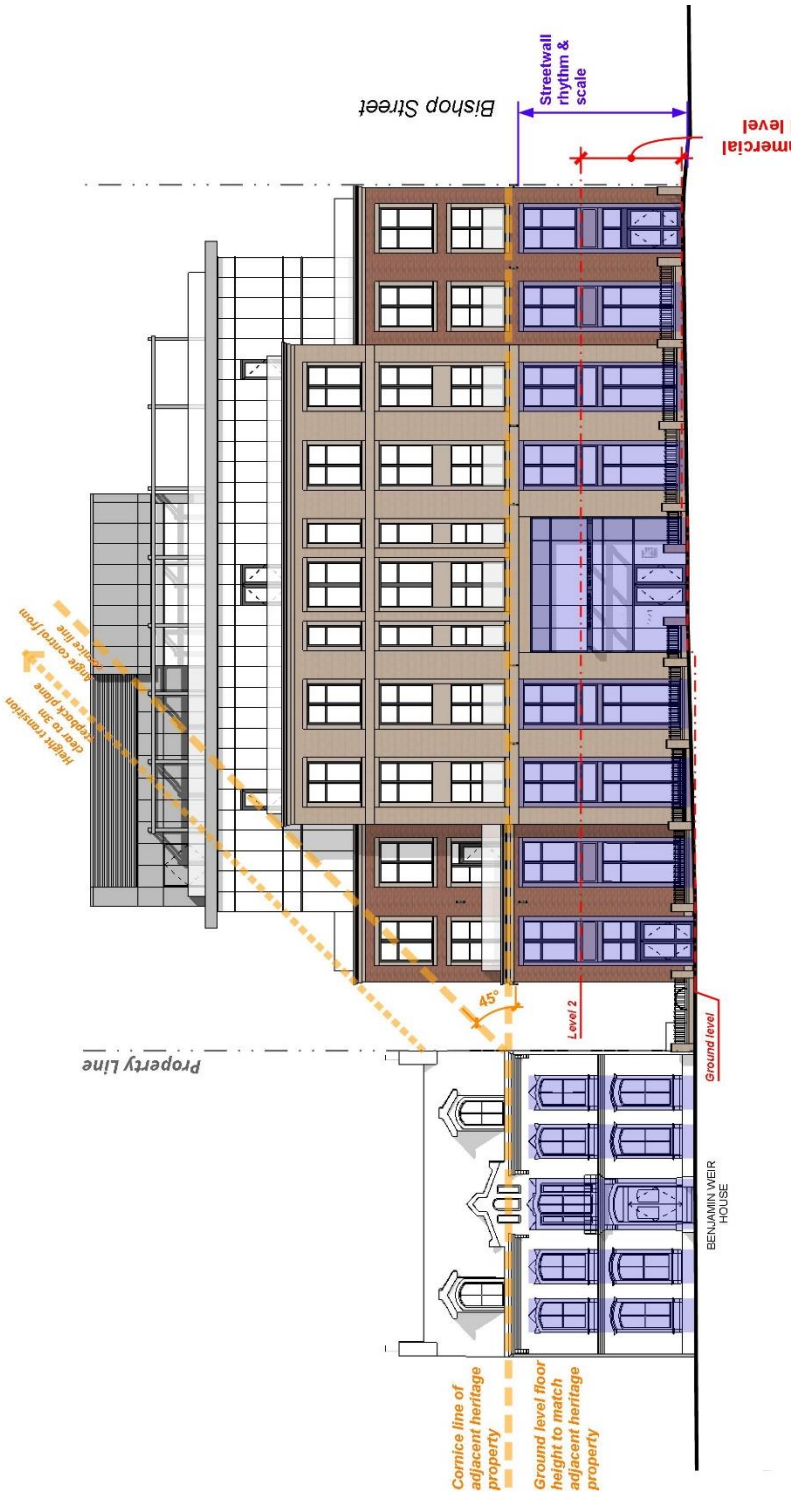


Figure 1: Building elements reinforcing and respecting the abutting Benjamin Weir House

5 PUBLIC ENGAGEMENT SUMMARY

In efforts to avoid physical contact and comply with public health recommendations for social distancing, the public engagement period for The Governor proceeded at the direction of HRM staff. The following steps were completed to ensure the public engagement for this application was safe as well as accessible to members of the public.

1. **Newspaper Advertisement:** A newspaper advertisement was posted in the Chronicle Herald on June 13 to advertise the application and to invite members of the public to comment through email, telephone, or by attending a virtual open house.
2. **Project Website:** A dedicated website for the project was created which provided information on the proposed development and provided ways that the public could provide comment (through email, telephone, and/or through a scheduled virtual open house).
3. **Property Sign:** a development application sign was posted on the property (on both Hollis St. and Bishop St.) to advertise the application, and to invite comment through email or telephone, or by attending a scheduled virtual open house. Signs were posted on Friday, June 12, 2020.
4. **Kiosk Information Boards:** a set of information boards were set up at two public transit terminals; a set was placed at Scotia Square and another set placed at the Mumford Transit Terminal. Information Boards provided a description of the proposed development, a website for more information on the project, contact (email and telephone number) to provide public comment, and an invitation to attend a scheduled virtual open house. Kiosk boards were set up at each transit terminal on Monday June 15, 2020.
5. **Virtual Open House:** A virtual open house was organized and open to all members of the public. The open house included a 15-minute presentation on the application, with the remainder of time dedicate for members of the public to ask questions. The virtual open house was held on June 29, 2020 from 7pm-9pm.

The timeline for the public engagement period is summarized as follows:

- Began on Monday June 15, 2020;
- The virtual Open House was held on Monday June 29, 2020;
- Ended Monday July 13, 2020.

SUMMARY OF PUBLIC COMMENT/ QUESTIONS/ FEEDBACK

There were no comments, questions or feedback were provided by members of the public on The Governor's application. During the virtual Open House, there were 3 attendees who listened to part of, or all of the presentation given on the application. No comments or questions were given afterward.

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
2	**DOWNTOWN PRECINCT GUIDELINES** *(refer to Map 2 of the LUB)*			
2.2	**Precinct 2: Old South Suburb Heritage Conservation District**			
	The design guidelines shall support the heritage conservation district goals of the Old South Suburb Heritage Conservation District (HCD) Plan. The purpose of the HCD Plan is to encourage the preservation, rehabilitation, and restoration of the Old South Suburb's historic buildings, streetscapes, and public spaces. The Plan seeks to promote the District as a unique destination by securing existing heritage resources and by encouraging appropriate development, especially in the large empty spaces of the District. The following three heritage conservation goals are mutually supportive:			
2.2(a)	To promote the District as a heritage and cultural destination for residents and visitors capitalizing on a unique community identity;	Yes		The proposal will bring additional residents to the area, thereby supporting adjacent businesses located within heritage buildings. The building design also supports a cohesive aesthetic and complements the existing historic streetscape.
2.2(b)	To secure and encourage public and private investments in heritage resources protecting and conserving the traditional character of the District; and	Yes		The building has been designed to compliment and pay homage to the historic character of the district and of the Benjamin Weir House.
2.2(c)	To encourage cohesive development that supports a setting consistent with the traditional character of the District.	Yes		The proposed development is consistent with the design guidelines for the heritage district and has integrated elements from neighbouring properties related to its form, materials, and design.
3.1	**THE STREETWALL**			
3.1.1	**Pedestrian-Oriented Commercial** *(refer to Map 3 of the LUB)*			
3.1.1(a)	The articulation of narrow shop fronts characterized by close placement to the sidewalk.		✓	The site is not on a Pedestrian-Oriented Commercial Street and does not have to comply with this guideline.
3.1.1(b)	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).		✓	
3.1.1(c)	Frequent entries.		✓	

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
3.1.1(d)	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3 and is encouraged elsewhere throughout the downtown.	Yes		Glass and metal canopies have been proposed above all of the entrances along Hollis Street. There are no entrances along Bishop Street.
3.1.1(e)	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	Yes		Space for spill-out within setback on Hollis Street.
3.1.1(f)	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.		✓	
3.1.2	**Streetwall Setback** *(refer to Map 6 of the LUB)*			
	To reinforce existing and desired streetscape and land use characteristics, streetwall placements are therefore categorized according to the following setback standards (see Map 6 of the Land Use By-law):			
	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.		✓	
	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.	Yes		The streetwall setback on Hollis Street ranges from 2.3 to 3.6 metres. The LUB requires that the building be setback 1m more than the Benjamin Weir House. 2.3 metres is 1 metre greater than the setback of the Benjamin Weir House. The setback on Bishop Street is 0.2 metres, which aligns with parts of The Alexander, the adjacent building on Bishop Street.
	Institutional and Parkfront Setbacks (4m+): Corresponds to the generous landscaped setbacks generally associated with civic landmarks and institutional uses. Similar setbacks designed as landscaped or hardscaped public amenity areas may be		✓	

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill out activity such as sidewalk patios.			
3.1.3	**Streetwall Height** *(refer to Map 7 of the LUB)*			
	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.	Yes		A variance has been requested for the maximum and minimum streetwall height. The justification for the variance requests is reasonable. The applicant states the streetwalls form a transition from the taller buildings to the south and east and to the lower scale of existing buildings on Hollis Street. The ratio between the streetwall height and width of the right-of-way is 1:1.02 for Hollis Street and 1:1.55 for Bishop Street.
3.2	**PEDESTRIAN STREETSCAPES**			
3.2.1	**Design of the Streetwall**			
3.2.1(a)	The streetwall should contribute to the fine-grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	Yes		The streetewall is punctuated with frequent windows that compliment the pattern of the Benjamin Weir House. The streetwall is articulated with varied setbacks and materials.
3.2.1(b)	The streetwall should generally be built to occupy 100% of a property's frontage along streets. Note: the DHLUB permits a reduction of 80% on non-central blocks.	Yes		The streetwall occupies 61.7% along Bishop Street. It occupies more than 80% along Hollis Street, the street the building is designed to front on.
3.2.1(c)	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above	Yes		The ratio between the streetwall height and width of the right-of-way is 1:1.02 for Hollis Street and 1:1.55 for

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	the maximum streetwall height, further building heights are subject to upper storey stepbacks.			Bishop Street. A variance has been requested for the minimum and maximum streetwall height. Reasonable rationale for the variance request has been provided. Above the streetwall, the building steps back.
3.2.1(d)	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	Yes		As part of the rationale for the variance request for the minimum and maximum streetwall height, the applicants have explained that the streetwall height is designed to connect streetwalls of differing heights on the surrounding properties. The streetwall closest to the Benjamin Weir House is designed to match the heritage building's cornice line.
3.2.1(e)	Streetwalls should be designed to have the highest possible material quality and detail.	Yes		
3.2.1(f)	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes		
3.2.1(g)	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.	Yes		
3.2.2	**Building Orientation and Placement** *(refer to Maps 8 and 9 of the LUB)*			
3.2.2(a)	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	Yes		The proposed building is oriented toward Hollis Street and is within the required streetline setback. The residential and commercial entrances on Hollis Street are well defined and directly accessible from the sidewalk. Each entrance is detailed with a canopy and identification signage. An ornamental fence located at the streetline on Hollis Street and the breaks in

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
				the fence provide direct access from all entrances to the sidewalk. There are no entrances along Bishop Street. The grade and building design do not easily accommodate individual entrances along Bishop Street.
3.2.2(b)	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space. Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.		✓	
3.2.2(c)	Sideyard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.		✓	
3.2.3	**Retail Uses** *(refer to Map 3 of the LUB)*			
3.2.3(a)	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.		✓	
3.2.3(b)	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.	Yes		Canopies have been provided over the commercial entrances. These canopies are not required as the site is not identified on Map 3.
3.2.3(c)	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.		✓	
3.2.3(d)	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes		The guideline states “minimize”. While the commercial space is not immediately beside the sidewalk it is very close and accessible to the sidewalk. The commercial entrances are within the within the permitted

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
				streetline setback. The small setback area provides space for spill-out activity.
3.2.3(e)	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes		
3.2.3(f)	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		Commercial entrances are located at grade along Hollis Street. No entrances are located along Bishop Street where the grade slopes.
3.2.3(g)	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.	Yes		Signage for the commercial space has been provided. This signage made of metal and glass blends well with the building's aesthetic and is not overwhelming. Signage for commercial leaseholds will be dealt with at the permitting stage.
3.2.4	**Residential Uses**			
3.2.4(a)	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.		✓	
3.2.4(b)	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.	Yes		
3.2.4(c)	Projects that feature a combination of individually accessed units in the building base with common entrance or	Yes		

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	lobby-accessed units in the upper building, are encouraged.			
3.2.4(d)	Units with multiple bedrooms (2 and 3-bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes		
3.2.4(e)	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.		✓	
3.2.4(f)	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.		✓	
3.2.5	**Sloping Conditions**			
3.2.5(a)	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.	Yes		The proposed building is oriented toward Hollis Street with three entrances to this street – one to the residential area and two to commercial spaces. There are no entrances along the Bishop Street frontage. Although this design does not strictly meet the guidelines, the building design does not easily accommodate individual entrances along the Bishop Street façade. The building is designed such that the commercial and residential uses are at grade on Hollis Street and the underground parking is below. As the grade slopes on Bishop Street, the commercial and residential space become further from grade and the underground parking level is exposed. The

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
				facade design does not include blank walls, and windows have been incorporated where possible to provide visual interest.
3.2.5(b)	Provide a high-quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	Yes		
3.2.5(c)	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	Yes		
3.2.5(d)	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	Yes		
3.2.5(e)	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.	Yes		While retail is a permitted use, the applicant has indicated that the commercial leaseholds are currently planned for business/personal service uses. Retail uses could lease the commercial space in the future. If that were the case, this guideline would not be met. However, the traditional and symmetrical design of the building does not lend itself to this style of window treatment. Therefore, while this guideline is not met if retail occupies the commercial space, the justification for not meeting it is reasonable.
3.2.5(f)	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.	Yes		The proposed building is oriented toward Hollis Street with a single primary entrance, and there are no entrances along the Bishop Street frontage. Although this design does not strictly meet the guidelines, the building design does not easily accommodate individual entrances along the Bishop Street façade. Furthermore, the guideline states the entrances on sloping streets is to be provided

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				wherever possible. The justification for the design is reasonable. The façade design on Bishop Street does not include blank walls, and windows have been incorporated where possible to provide visual interest.
3.2.5(g)	Flexibility in streetwall heights is required in order to transition from facades at a lower elevation to facades at higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or "broken" cornice lines at the top of streetwalls on sloping streets.	Yes		
3.2.7	**Other Uses**			
3.2.7(a)	Non-commercial uses at-grade should animate the street with frequent entries and windows.	Yes		Part of the ground floor is used for residential purposes. The main entrance to the commercial part of the building is situated along Hollis Street. Windows to the residential area are frequent along Bishop Street, where the residential portion of the building is situated.
3.3	**BUILDING DESIGN**			
3.3.1	**Building Articulation**			
3.3.1(a)	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: • **Base**: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • **Middle**: The body of the building above the base should contribute	Yes		

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	to the physical and visual quality of the overall streetscape. • **Top**: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.			
3.3.1(b)	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	Yes		
3.3.1(c)	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	Yes		
3.3.1(d)	Street facing facades should have the highest design quality, however, all publicly viewed facades at the side and rear should have a consistent design expression.	Yes		
3.3.2	**Materials**			
3.3.2(a)	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	Yes		
3.3.2(b)	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes		
3.3.2(c)	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	Yes		
3.3.2(d)	Changes in material should generally not occur at building corners.	Yes		
3.3.2(e)	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes		

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3.3.2(f)	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes		
3.3.2(g)	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes		
3.3.2(h)	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	Yes		
3.3.2(i)	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes		
3.3.2(j)	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that these guidelines shall not apply to seasonal sidewalk cafes.	Yes		
3.3.3	**Entrances**			
3.3.3(a)	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	Yes		Both the commercial and residential entrances, particularly those on the front of building have been clearly emphasized. The entrance to the residential lobby is bordered by different materials, a metal and glass canopy with the building's name, and a break in the ornamental fence. Similarly, the commercial entrances, while not as grand as the residential entrance since they have been designed to fit with the rhythm and composition of the Georgian-inspired façade, are defined by punctuation in the ornamental fence centered at each entrance, modest material

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
				difference around the frame of the doorways, and signage.
3.3.3(b)	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes		All main entrances are covered with a glass and metal canopy over the doorway.
3.3.3(c)	Modest exceptions to setback and stepback requirements are possible to achieve these goals.		✓	
3.3.4	**Roof Line and Roofscapes**			
3.3.4(a)	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.	Yes		
3.3.4(b)	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		
3.3.4(c)	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		
3.3.4(d)	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		Note: a variance has been requested for list of features that can be closer than 3m to edge of roof. Rationale for the request has been provided and speaks to this section.
3.3.4(e)	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should		✓	

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	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.			
3.3.4(f)	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** *(refer to Map 9 of the LUB and Map 1 in the DM)*			
3.4.1(a)	***Prominent Visual Terminus Sites***: These sites identify existing or potential buildings and sites that terminate important view corridors and that can strengthen visual connectivity across downtown. On these sites distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways should be provided. Design elements (vertical elements, porticos, entries, etc.) should be aligned to the view axis. Prominent Visual Terminus Sites are shown on Map 9 in the Land Use By-law.		✓	
3.4.1(b)	***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**			
3.4.2(a)	Provision of a change in the building massing at the corner, in relation to the streetwall.	Yes		Massing of the building has been designed to transition to the surrounding buildings (higher to the South and East

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				and lower to the Benjamin Weir House). Variances have been requested for the minimum and maximum streetwall height.
3.4.2(b)	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes		The use of brick, the use of traditional design elements such as panels in the masonry (between the first and second floor on the main portion of the streetwall), and the use of a string course to divide the first two floors from the 3rd and 4th, and again at the 5th floor.
3.4.2(c)	Developments on all corner sites must provide a frontal design to both street frontages.	Yes		While there are no entrances on the Bishop Street side, the overall facade design on Hollis Street is carried around to the Bishop Street side. The window pattern and façade detailing are consistent on both frontages. Due to the grade of the site, floor plates, and interior layout, incorporating entrances into the Bishop Street side is challenging and not required since there is no definition of what constitutes frontal design.
3.4.2(d)	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.		✓	
3.4.3	**Civic Buildings**			
3.4.3(a)	Civic buildings entail a greater public use and function, and therefore should be prominent and recognizable, and be designed to reflect the importance of their civic role.		✓	
3.4.3(b)	Provide distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.		✓	
3.4.6(c)	Ensure entrances are large and clearly visible. Provide a building name and		✓	

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Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	other directional and wayfinding signage.			
3.4.6(d)	Very important public buildings should have unique landmark design. Such buildings include transit terminals, museums, libraries, court houses, performing arts venues, etc.		✓	
3.5	**PARKING, SERVICES AND UTILITIES**			
3.5.1	**Vehicular Access, Circulation, Loading and Utilities**			
3.5.1(a)	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	Yes		
3.5.1(b)	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.	Yes		
3.5.1(c)	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.	Yes		
3.5.1(d)	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well-designed doors and entries.	Yes		
3.5.1(e)	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	Yes		
3.5.1(f)	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	Yes		
3.5.4	**Lighting**			

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3.5.4(a)	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	Yes		
3.5.4(b)	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	Yes		
3.5.4(c)	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	Yes		
3.5.4(d)	Encourage subtle night-lighting of retail display windows.		✓	The applicant has stated this guideline is not applicable to their design because there is no retail programming.
3.5.4(e)	Ensure there is no 'light trespass' onto adjacent residential areas by the use of shielded "full cut-off" fixtures.	Yes		
3.5.4(f)	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes		
3.5.5	**Signs**			
3.5.5(a)	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.	Yes		
3.5.5(b)	Signs should not obscure windows, cornices or other architectural elements.	Yes		
3.5.5(c)	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.	Yes		
3.5.5(d)	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.		✓	

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3.5.5(e)	Signs on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within architectural orders.		✓	
3.5.5(f)	Street addressing shall be clearly visible for every building.	Yes		
3.5.5(g)	The material used in signage shall be durable and of high quality and should relate to the materials and design language of the building.	Yes		
3.6	**SITE PLAN VARIANCES**			
	Where all other conditions are met, and subject to the conditions set out here, clearly specified variances of certain land use by-law requirements may be considered. The following types of variances may be considered throughout downtown Halifax by Site Plan Approval:			
3.6.2	**Side and Rear Yard Setback Variance**			
	Side and rear yard setbacks may be varied by Site Plan Approval where:			
3.6.2(a)	the modified setback is consistent with the objectives and guidelines of the Design Manual; and	Yes		A variance to the rear yard setback has been requested. The setback is to enable access to the underground parking at the rear of the building. It is also to provide sufficient space for the right-of-way shared by neighbouring properties to provide vehicle access to the rear yards.
3.6.2(b)	the modification does not negatively impact abutting uses by providing insufficient separation.	Yes		The neighbouring properties benefit from the setback because there is a right-of-way established over the setback that allows vehicular and pedestrian access.
3.6.3	**Streetwall Height Variances**			
	Streetwall heights may be varied by Site Plan Approval where:			
3.6.3(a)	the streetwall height is consistent with the objectives and guidelines of the Design Manual; and	Yes		The permitted maximum and minimum streetwall height is 11m. The applicant has requested to vary both the minimum and maximum. The streetwall has been designed to compliment the existing

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				streetscape, including the existing heritage building, the Benjamin Weir House, on the abutting site. The streetwall is designed to effectively transition to the Benjamin Weir House. The ratio between the streetwall height and width of the right-of-way is 1:1.02 for Hollis Street and 1:1.55 for Bishop Street. As the Applicant states, Bishop Street's heightened streetwall increases the ratio beyond 1:1 but given the narrowness of the right-of-way and the other built forms on the street, they think a 1:1.55 ratio is reasonable and appropriate for the Governor.
3.6.3(b)	the modification is for a corner element that is used to join streetwalls of differing heights; or	Yes		The applicant has indicated the massing of the building, with differently articulated streetwalls, helps to create a transition from the taller established streetwalls to the south and east and to the lower Benjamin Weir House and beyond.
3.6.3(c)	the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or	Yes		On Bishop Street, The Alexander building to the south is 24-storeys and across the street is a building with a four strorey streetwall, similar to the proposed. An 11 storey streetwall would be inconsistent with the character of Bishop Street. The applicant states that given the need for a higher streetwall on Bishop Street, the streetwall on Hollis Street needs to be higher and therefore varied. The streetwall has been designed to be lower on the wings to smooth the transition to the lower Benjamin Weir House to the north.

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3.6.3(d)	where a landmark building element is called for pursuant to the Design Manual.	Yes		The applicant argues that given the site's location, visual and developable potential, and the ability to fit in with the current built forms surrounding the site, the design should be supported to provide the site with a landmark building that the site and intersection calls for.
3.6.4	**Streetwall Width Variance**			
	Streetwall widths may be varied by Site Plan Approval where:			
3.6.4(a)	the streetwall width is consistent with the objectives and guidelines of the Design Manual; and	Yes		
3.6.4(b)	the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.	Yes		A variance has been requested for the streetwall width along Bishop Street. The building is setback from Hollis Street to meet the minimum required setback. This setback provides spill-out space for the at-grade commercial space. Space is provided at the rear of the building to access the underground parking and for the required right-of-way access at the East side of the building.
3.6.5	**Upper Storey Streewall Stepback Variance**			
	Upper storey streetwall stepbacks may be varied by Site Plan Approval where:			
3.6.5(a)	the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and	Yes		
3.6.5(b)	the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.	Yes		As stated by the applicant, the requested variance is to allow a decreased stepback above the "wings" of the streetwall along Hollis Street to enhance the prominence of the Georgian-style base and integrate the building with the street and heritage context.

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	Note: In cases where the maximum streetwall height is within two storeys of the maximum building height, the Design Review Committee may reduce the maximum streetwall height to ensure an appropriate proportion of streetwall height to upper building height.			
4.1	**NEW DEVELOPMENT IN HERITAGE CONTEXTS**			
	There are three conditions under which new buildings can be introduced into heritage contexts in downtown Halifax, and different design strategies apply to them with the same objective of ensuring that as the downtown evolves, it continuously becomes more and more coherent: 1. Infill – This type of development occurs on sites that do not contain a heritage resource, but rather occur on vacant or underutilized sites that are in between other heritage properties, abutting them on each side. Typically, a strong contiguous heritage context exists around them. 2. Abutting – This type of development occurs on sites that do not contain a heritage resource but that are directly abutting a heritage resource on one side. This type of development occurs in a less contiguous heritage environment than infill. 3. Integrated and Additions – This type of development occurs on the same site as a heritage resource. Integrated developments occur on sites where existing heritage structures are part of a larger consolidated site or significant development proposal, and where heritage buildings are to be integrated into a larger building or building grouping. Additions are to existing heritage properties to which new construction will be added, often on top of existing buildings, but can be to the sides or rear in manner that respects existing heritage attributes.			
4.1.1	**Replicas and Reconstructed Buildings**			
	On some sites the opportunity may exist to replicate a formerly existing structure with a new building, or as a part of a larger building proposal. This approach is possible where good documentary evidence exists. The replication of a historic building should proceed in a similar manner to the restoration of an existing but altered or deteriorated structure. Design of the building should be based on documentary evidence including photographs, maps, surveys and historic design and construction drawings. The interior space and basic structure of a replica building is not required to, but may, also use historic materials or details as long as the exterior presentation replicates the original structure.		✓	
4.1.2	**New Buildings in Heritage Contexts**			
	Entirely new buildings may be proposed where no previous buildings existed,	Yes		

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	where original buildings are missing, or where severely deteriorated or non-historic buildings are removed. The intention in designing such new buildings should not be to create a false or ersatz historic building, instead the objective must be to create a sensitive well designed new structure "of its time" that fits and is compatible with the character of the district or its immediate context. The design of new buildings should carefully consider requirements elsewhere in these guidelines for density, scale, height, setbacks, stepbacks, coverage, landscaped open space, view corridors, and shadowing. Design considerations include: contemporary design, material palette, proportions of parts, solidity vs. transparency and detailing.			
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		The design is blends characteristics of the heritage buildings in the District – particularly those of the Benjamin Weir House – with contemporary design elements. The Georgian-inspired design with window detailing, cornice line detailing, massing, and materials compliments the historic nature of the area. These elements are blended with more contemporary elements such as glass and metal upper storeys.
4.1.4				
	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	Yes		The façade of the proposed building continues the materiality of the adjacent buildings, including the historic Benjamin Weir House, through masonry construction in a neutral colour palette and material details such extending the Benjamin Weir House's cornice line.

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	materials, drawing lines out of the surrounding context, careful consideration of colour and texture all add to the success of a composition.			
4.1.5	**Proportion of Parts**			
	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		The Benjamin Weir House could be described as having three bays. The façade of the proposed development has been designed to also have three bays. The façade of the proposed development also continues the proportions of the Benjamin Weir House through vertically proportioned windows, too.
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		
4.1.7	**Detailing**			
	For new buildings, detailing should refer to the heritage attributes of the immediate context. Detailing can be	Yes		Detailing includes a continuation of the cornice line of the Benjamin Weir House, as

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	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 "de-tailing" 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.			well as window detailing and spacing and levels of transparency similar to the abutting heritage building. The massing and bay division of the proposed development are also complimentary to the Benjamin Weir House. Masonry has been used to divide the building, and the glass detailing on the upper storeys helps the building appear less large and fade into the sky. This level of detailing allows the proposed development to compliment the abutting heritage building but not go so far as to detract from the abutting heritage building.
4.1.8	**New Buildings in the Old South Suburb Heritage Conservation District (Precinct 2)**			
	To enhance the heritage context throughout the entirety of the Old South Suburb Heritage Conservation District, within Precinct 2, Section 4.1, the guidelines for new development in heritage contexts, shall apply to all new development.			
	Within Precinct 2, Old South Suburb Heritage Conservation District, Section 4.4, the guidelines for integrated development, shall apply to all Old South Suburb Heritage Properties.	Yes		
	Within Precinct 2, Old South Suburb Heritage Conservation District, with the exception of Section 4.3.4, Height Transition, Section 4.3, the guidelines for abutting development, shall apply to each property. Where a property does not directly abut an Old South Suburb Heritage Property, the guidelines for abutting development shall apply to the property relative to its nearest adjacent Old South Suburb heritage property with frontage on the same street.	Yes		
4.3	**GUIDELINES FOR ABUTTING DEVELOPMENT**			
	The following guidelines apply to sites that have no heritage buildings on them, but that share a property line with sites that do.			
4.3.1	**Cornice Line**			
4.3.1(a)	Maintain the same or similar cornice height established by existing heritage	Yes		The proposed building carries the same cornice line over from

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	buildings for the podium (building base) to create a consistent streetwall height, reinforcing the 'frame' for public streets and spaces.			the Benjamin Weir House to the lower portion of the streetwall.
4.3.2	**Rhythm**			
4.3.1(a)	Maintain the rhythm of existing heritage buildings, generally at a fine scale, typically in 6m to 12m intervals (storefronts, individual buildings, etc.) in a vertical proportion.	Yes		Window spacing, masonry details, and the recesses in the front façade contribute to continuing the rhythm of the existing heritage building.
4.3.1(b)	For larger or longer buildings, clearly articulate vertical divisions or bays in the façade at this rhythm.	Yes		
4.3.1(c)	Where appropriate for consistency, provide retail bays or frontages at the same rhythm.		✓	Retail has not been proposed.
4.3.1(d)	Rhythm is of primary importance in the base of new buildings abutting heritage buildings, but some reference to the rhythm may be desirable above the cornice line as well.	Yes		The rhythm is carried throughout the base of the building – above the cornice line – until the upper-storey stepbacks.
4.3.3	**Grade Level Height and Articulation**			
4.3.3(a)	Maintain the same or similar height of the first storey of new buildings to the first storey datum line of heritage buildings.	Yes		The first storey of the new building is taller than the first storey of the abutting heritage building Architectural detailing helps to convey a similar ground floor height; the windows are a similar height and the change in material above the ground floor windows helps give the illusion of the cornice line of the heritage building being carried across to the proposed building.
4.3.3(b)	Maintain other heights and proportions in the first storey such as: • sign band height and size; • window height, size and proportion, including transoms; • door height, position, and setback, and	Yes		The windows while not the exact same size, are of similar proportions to the windows in the Benjamin Weir Building. The doors to the commercial spaces are a similar width and with the use of windows above the doorways, give the illusion of being a similar height.

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	• maintain the prevailing at-grade use (i.e. retail or residential) but consider the intended use and role of the street.			
4.3.4	**Height Transition**			
4.3.4(a)	Step back the streetwall of new buildings that are taller than the heritage building to an approximate 45 degree angle plane. This angle plane affects the form of the new building only to the depth of the upper storey stepback plane (i.e. the front-most 3 metres of depth of the building). The angle plane originates at the outside edge of the heritage building and at a height equal to the highest point of the habitable portion of the heritage building as in the diagram.	Yes		The applicant has stated: "The building's base is set back to respect a 45° plane extending from the outside edge of the heritage building and at a height equal to the highest point of the habitable portion of said heritage building."
4.3.4(b)	Above the cornice line established by the heritage building the streetwall plane of the new building abutting the heritage building must observe the approximately 45 degree angular plane. This angle plane affects the form of the new building only to the depth of the upper storey stepback plane.	Yes		The streetwall of the proposed building observes the approximately 45° angle control extending from the Benjamin Weir House's cornice line. The applicant has indicated that the mass of the building is also set back from the shared property line and stepped on the upper levels to ease the transition from the heritage building to the proposed building's height.
4.4.3	**Façade Articulation and Materials**			
	Similarity:			
4.4.3(a)	Maintain the same architectural order and rhythm of both horizontal and vertical divisions in the facade.	Yes		The rhythm of the Benjamin Weir Building is reflected through window detailing and spacing, the masonry details, and in the manipulation of the massing of the building.
4.4.3(b)	Provide similar materials to existing heritage buildings.	Yes		The design includes brick and stone masonry which are materials typical to the heritage buildings in the area.
4.4.3(c)	Typical materials are masonry, usually brick or stone, in small modular units (bricks, cut stones).	Yes		The design includes brick and stone masonry.

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
4.4.3(d)	Where materials differ, for example concrete, provide fine scale articulation of the surface through score lines or modular units.	Yes		Where glass is used as the primary material, it is divided with lines to break up the surface.
4.4.3(e)	Provide similar colour palettes, typically neutrals and earth tones.	Yes		The colour palate is neutral tones – browns and tans, with fine black detailing.
	Contrast:			
4.4.3(f)	Consider existing architectural order and rhythm of both horizontal and vertical divisions in the façade in the articulation of the new building.		✓	
4.4.3(g)	Provide contrasting materials and surface treatments that complement the heritage building. Use of glass can be effective both for its transparency and reflectivity.		✓	
4.4.3(h)	Ensure materials and detailing are of the highest quality. In a downtown-wide context, use of contrast should result in the most exemplary buildings in the downtown		✓	
4.6	**GUIDELINES FOR SIGNS ON REGISTERED HERITAGE BUILDINGS AND BUILDINGS IN HERITAGE CONSERVATION DISTRICTS**			
4.6.1	**Basic Principles**			
	For the purpose of these guidelines, the main function of 'business signs' is to identify the business. Business signs are intended to be permanent, exterior signs, usually mounted on buildings. These signs do not carry advertising or temporary or changeable messages. Content is restricted to include only the business name and visual identity graphics, plus brief text and appropriate graphics to describe products and services.	Yes		Proposed signage for the commercial leasehold spaces has been provided that meets this guideline. However, any proposed signage for the commercial leaseholds will be dealt with through a separate permit application.
4.6.2	**Sign Lighting**			
	With the exception of restrictions on internally lit sign boxes, or awnings, for aesthetic reasons (see next section) there are no specific restrictions in these guidelines for lighting methods. In	Yes		The applicant has proposed signage and this signage is not internally illuminated.

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	general, non illuminated signs or indirectly illuminated signs (which reflect light from a source intentionally directed upon it) are preferred.			
4.6.3	**Materials**			
	Prohibited Materials Include:			
4.6.3(a)	internally-illuminated fascia signs or internally-illuminated awning signs;		✓	
4.6.3(b)	stretch skin plastics for awning or canopy signs; and		✓	
4.6.3(c)	textile banners, with or without frames. Banners are not suitable for permanent business signage.		✓	
4.6.4	**Allowable Sign Types**			
4.6.4.1	**Fascia Signs and Flat Wall-Mounted Signs**			
4.6.4.1(a)	Fascia signs should be installed in the architectural frieze above the storefront, if one exists, in which case the size of the frieze dictates the maximum size of sign.		✓	
4.6.4.1(b)	If no frieze or other similar architectural feature exists, facia signs for ground-floor businesses should be located in a horizontal band above the upper line of ground floor windows and doors, and below the lower sill of second storey windows. Fascia signs for upper floor occupants would be similarly located above the upper line of windows on their respective floor.		✓	
4.6.4.1(c)	The size of such a wall-mounted should be no greater than 50% of the area of the door.		✓	
4.6.4.1(d)	Flat wall-mounted signs should project no more than 10cm from the wall if they are located closer than 2.5m vertical to the sidewalk. Wall signs which are above that elevation (i.e. typically those used to sign upper storey occupants) should project no more that 30cm from the wall.		✓	
4.6.4.2	**Awning Signs**			

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
4.6.4.2(a)	Permanent sign graphics may be placed on the sloped front surface of awnings, on the front valence, or on side panels, where these exist.		✓	
4.6.4.2(b)	If multiple awnings are used on one wall, only the two outermost side panels may be used for signage.		✓	
4.6.4.3	**Projecting Signs**			
4.6.4.3(a)	Projecting signs that identify a ground floor business should be located above or adjacent to the entrance to the business premises.	Yes		Projecting signs have been proposed for the two leasehold spaces. These signs are immediately adjacent to the entrance to the commercial spaces and project into the streetwall setback, not into the right-of-way.
4.6.4.3(b)	Projecting signs can also be used to identify businesses in upper storeys if they are accessible from a street level door. In this case one projecting sign is allowable for each such entrance in addition to projecting signage for the ground floor occupant.		✓	
4.6.4.3(c)	Projecting signs may be comprised of 3-dimensional, flat and contour shapes, including effigy signs and symbols. In most cases the imagery represented by sculptural effects or shapes should relate to the business, its products and services so that they serve to identify the business and convey its image		✓	Limited details have been provided for the signage content as the leasehold tenants have not been determined. Any proposed signage will be reviewed against the requirements of the land use by-law through a permit application.
4.6.4.4	**Window Signs**			
	Window signs are typically those where the name of the business is painted on a window to both identify the business and provide a visual screen through which the window display can be viewed. For these reasons, window signs should be designed so that they do not unduly obscure vision through the window.		✓	
4.6.4.5	**Free-standing (Ground) Signs**			

Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	There are very few opportunities for freestanding (ground) signs in front of historic commercial buildings in the downtown, as buildings typically abut the sidewalk.		✓	
4.6.4.6	**Number of Signs**			
	In order to minimize signage clutter, only two of any of the following sign types should be used for any one business: a. Fascia or awning sign (front panel). b. Projecting sign or awning side panels (max 2 panels). c. Wall mounted sign or window sign (including multiple window signs). d. Free-standing (ground) sign.	Yes		Any proposed signage will be reviewed against the requirements of the land use by-law through a permit application.
4.6.4.8	**Building Identification Signs**			
	A sign which denotes the address and name of a building (but excluding the name of the business) shall be permitted in addition to other permitted signs. Such signs shall meet the guidelines applicable to the sign type (fascia, hanging, etc.).	Yes		
4.6.4.9	**Murals and Mural Signs**			
	A mural is a painting on a building wall or structure which contains no advertising message or sign, and which is intend ed to serve only as public art or to provide a historical interpretation. A mural sign is a painted sign which is applied directly to the wall of a building or a panel attached to a wall for decorative and illustrative purposes and which contains words, logos, messages or images as an accessory to permitted advertising.		✓	
4.6.4.10	**New Signs Modelled on Historic Signs**			
	New signs modelled on historic signs which may not meet these guidelines but for which there is historical evidence may also be permitted subject to referral to and recommendation by the Design Review Committee and Heritage Advisory Committee and		✓	

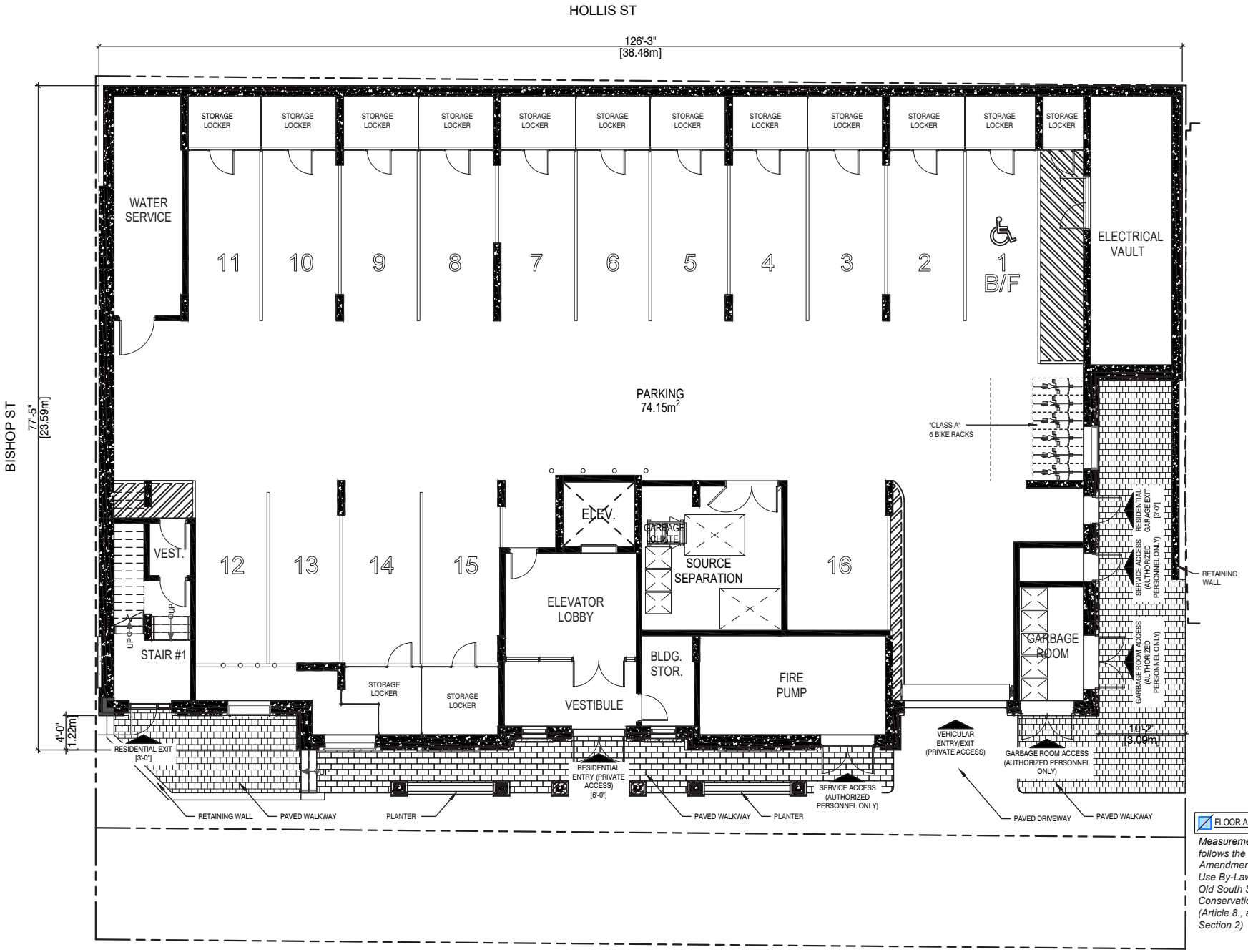
Attachment F – Design Manual Checklist: Case 23021				
Section	**Guideline**	**Complies**	**N/A**	**Discussion**
	subject to such signs being approved under the Land Use By-law.			

Attachment G: Supplementary Information

Level	1BR	2BR	3BR	Parking Area (m2)	Residential Area (m2)	Amenity (m2) (Int)	Amenity (m2) (Ext)	Commercial Area (m2)
P1				74.1			101.3	
1	1					149.0	167.8	330.7
2		3			531.2		41.6	
3		2	1		582.0		48.5	
4		2	1		582.0		41.6	
5		2			461.1		107.2	
6			1		339.9		105.8	
7						28.0	233.7	
Totals	**1**	**9**	**3**	**74.1**	**2496.5**	**177.0**	**847.7**	**330.7**
	13							

Residential units:	13	
1BR	1	
2BR	9	
3BR	3	
Parking Stalls:	16	
Bicycle Stalls:	6	Class A
	5	Class B
Commercial Units:	2	
Total Res. Area:	2496.5	m2
Total Parking Area:	74.1	m2
Total Amenity Area (int):	177.0	m2
(ext):	847.7	m2
Total Commercial Area:	330.7	m2
Lot coverage:	61%	
Total Floor Area:	3578.1	m2
Consolidated Site Area:	1184.5	m2
FAR:	3.02	: 1

Floor areas and FAR values are calculated based on the definition of "Floor Area" under the Old South Suburb Conservation District Amendments to the Downtown Halifax Land Use By-law [January 14, 2020]



FLOOR AREA: N/A (BASEMENT)

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level P1

ARCHITECTURE 49

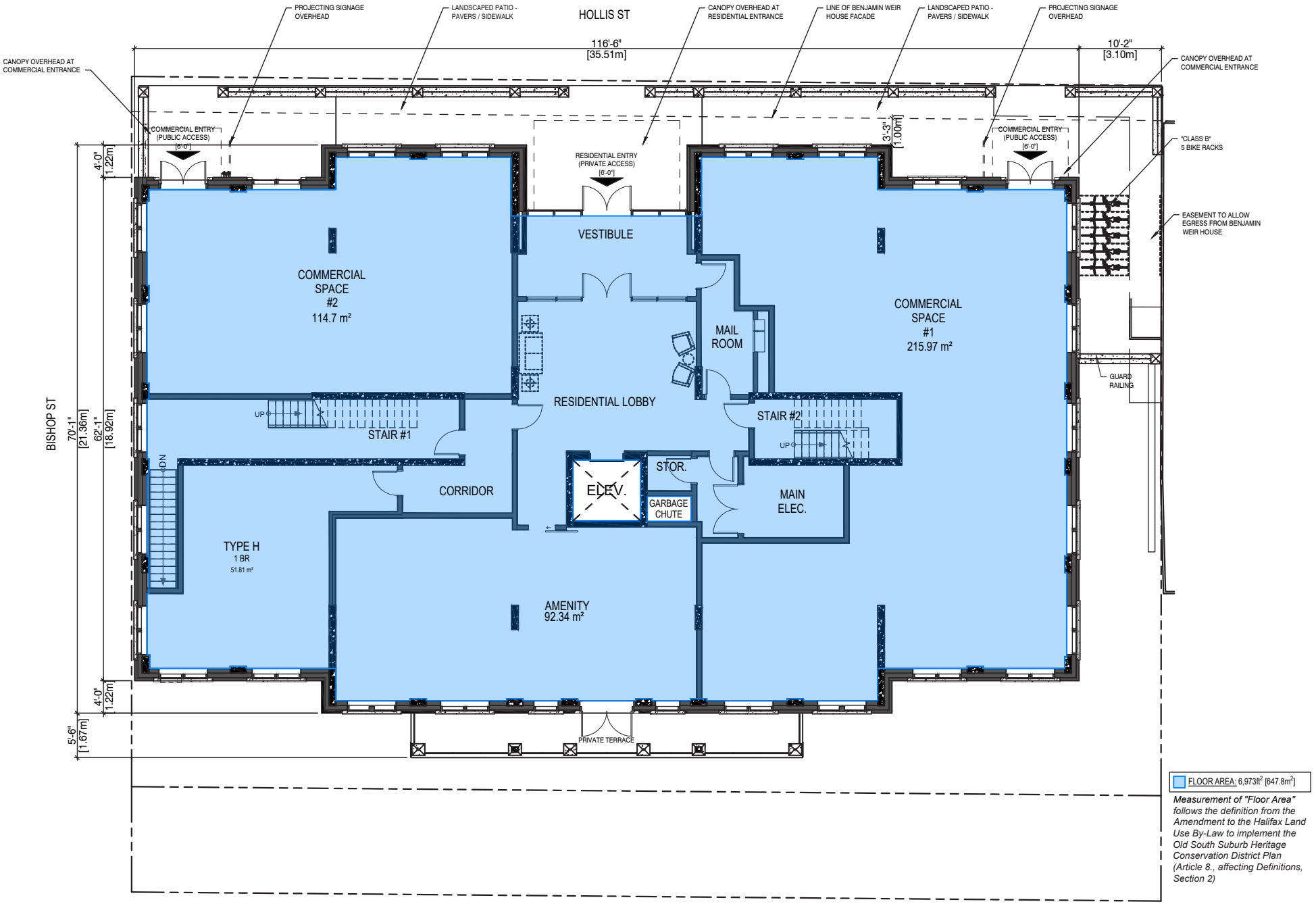
Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A100



FLOOR AREA: 6,973ft² [647.8m²]

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level 1

ARCHITECTURE 49

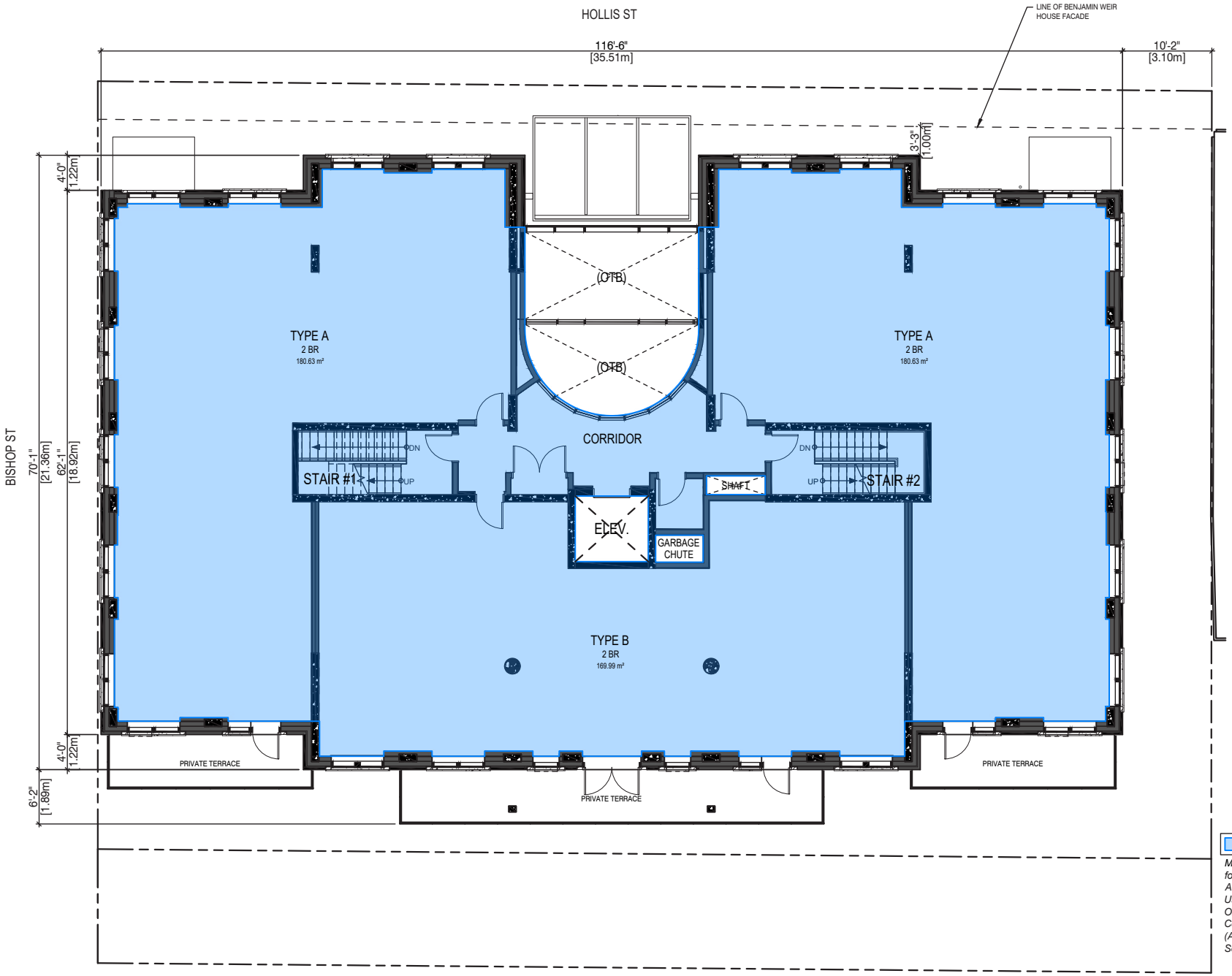
Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A101



FLOOR AREA: 6,532ft² [606.8m²]

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level 2

ARCHITECTURE 49

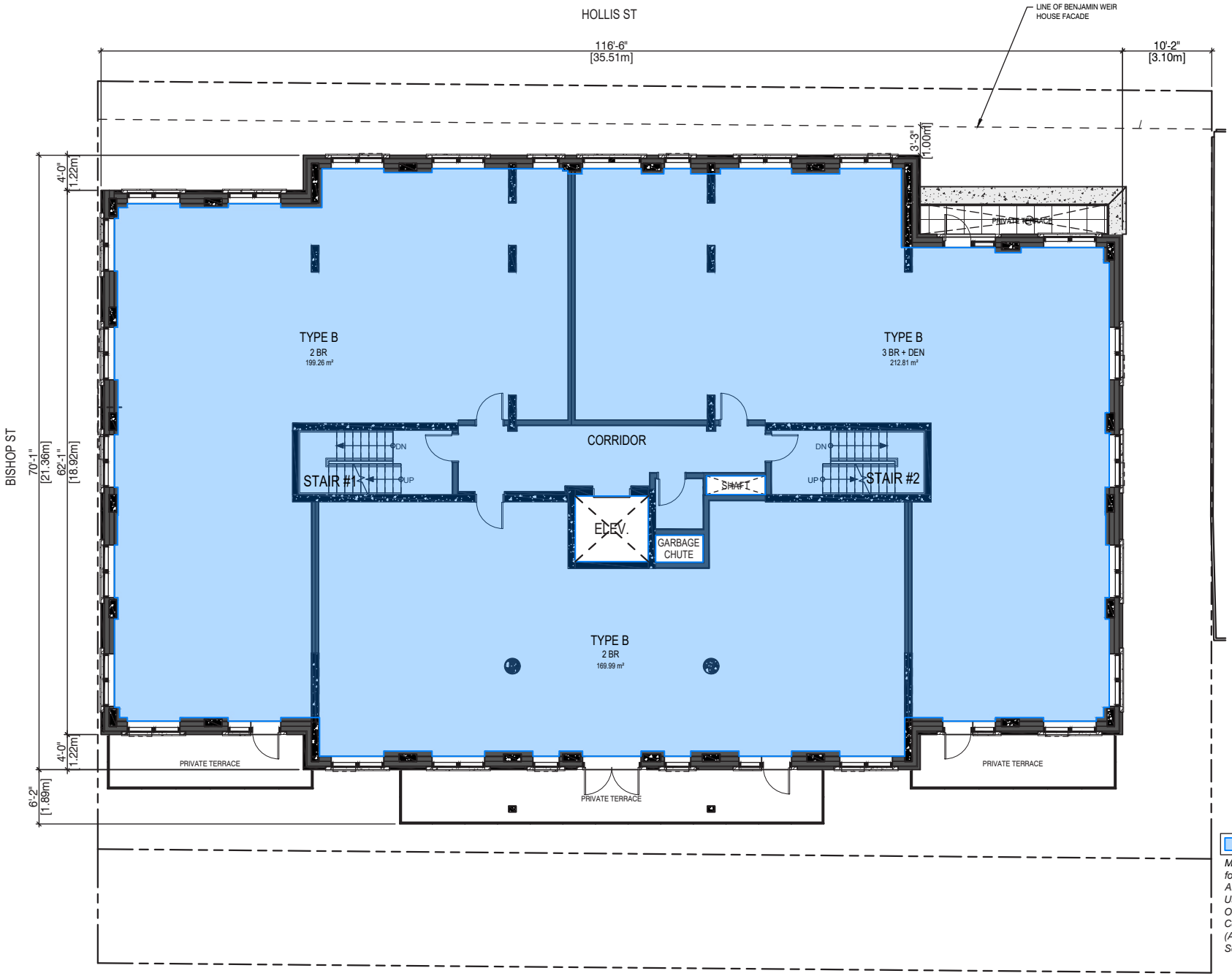
Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A102



FLOOR AREA: 6,958ft² [646.4m²]

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level 3

ARCHITECTURE 49

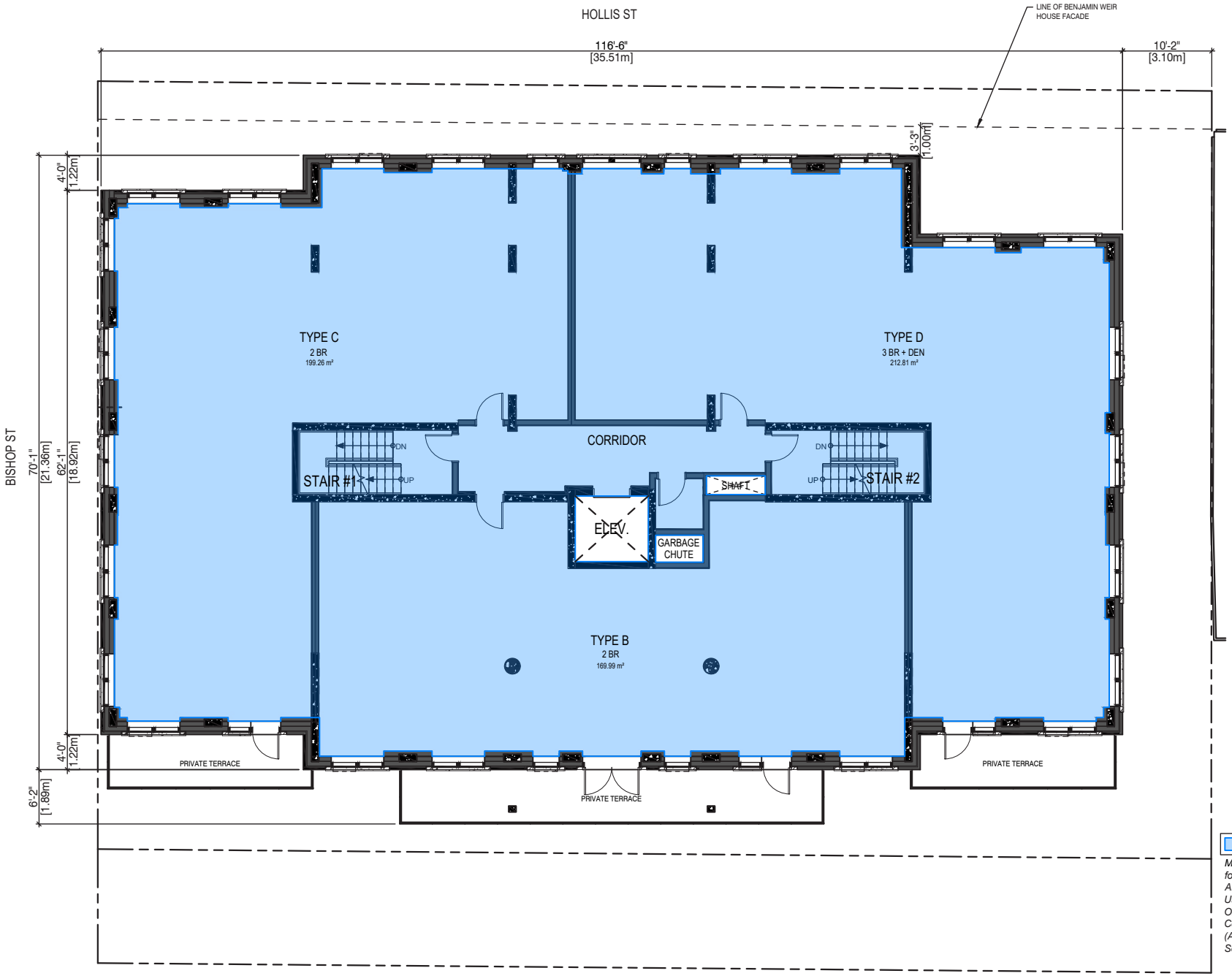
Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A103



FLOOR AREA: 6,958ft² [646.4m²]

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level 4

ARCHITECTURE 49

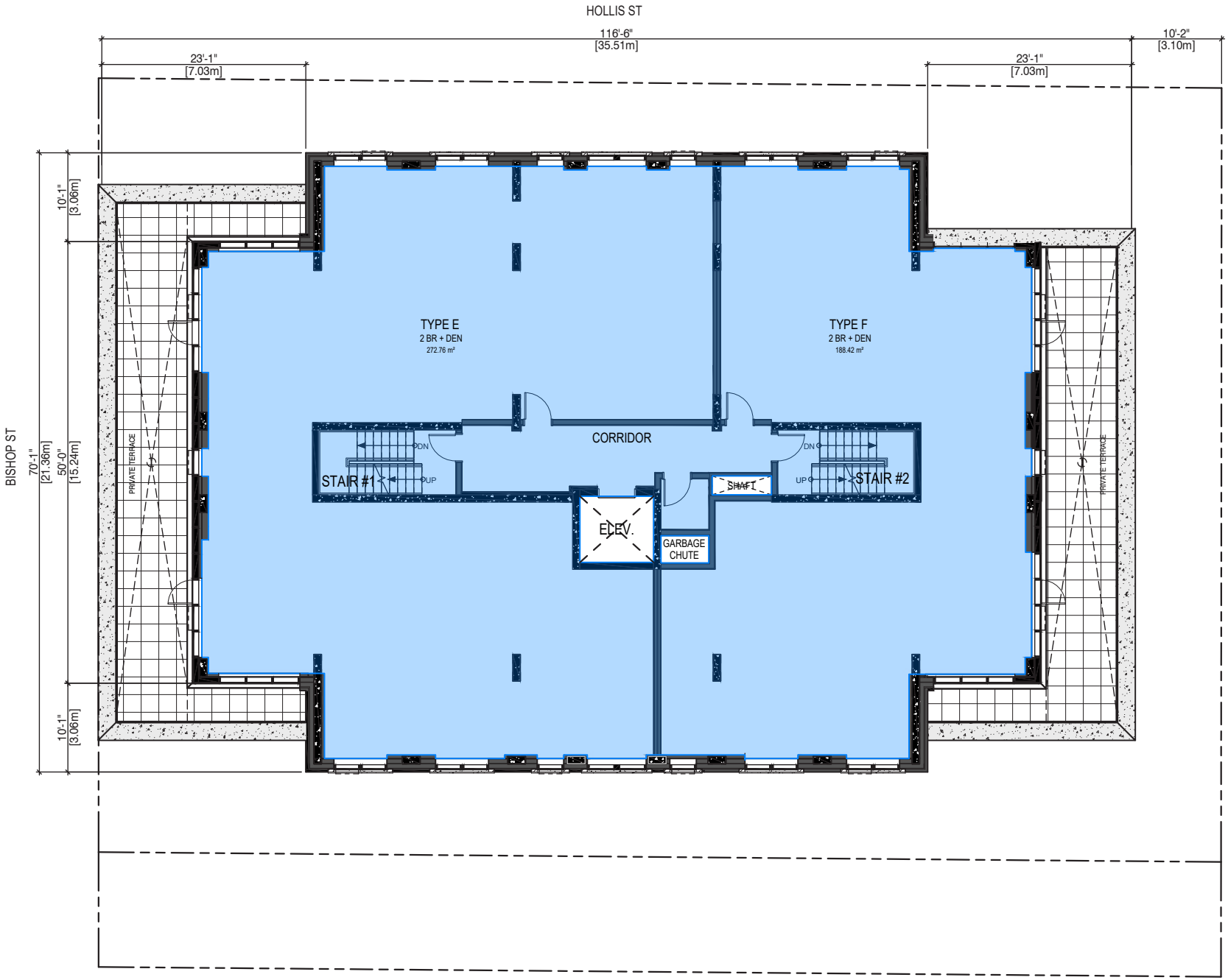
Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A104



FLOOR AREA: 5,621ft² [522.2m²]

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level 5

ARCHITECTURE | 49

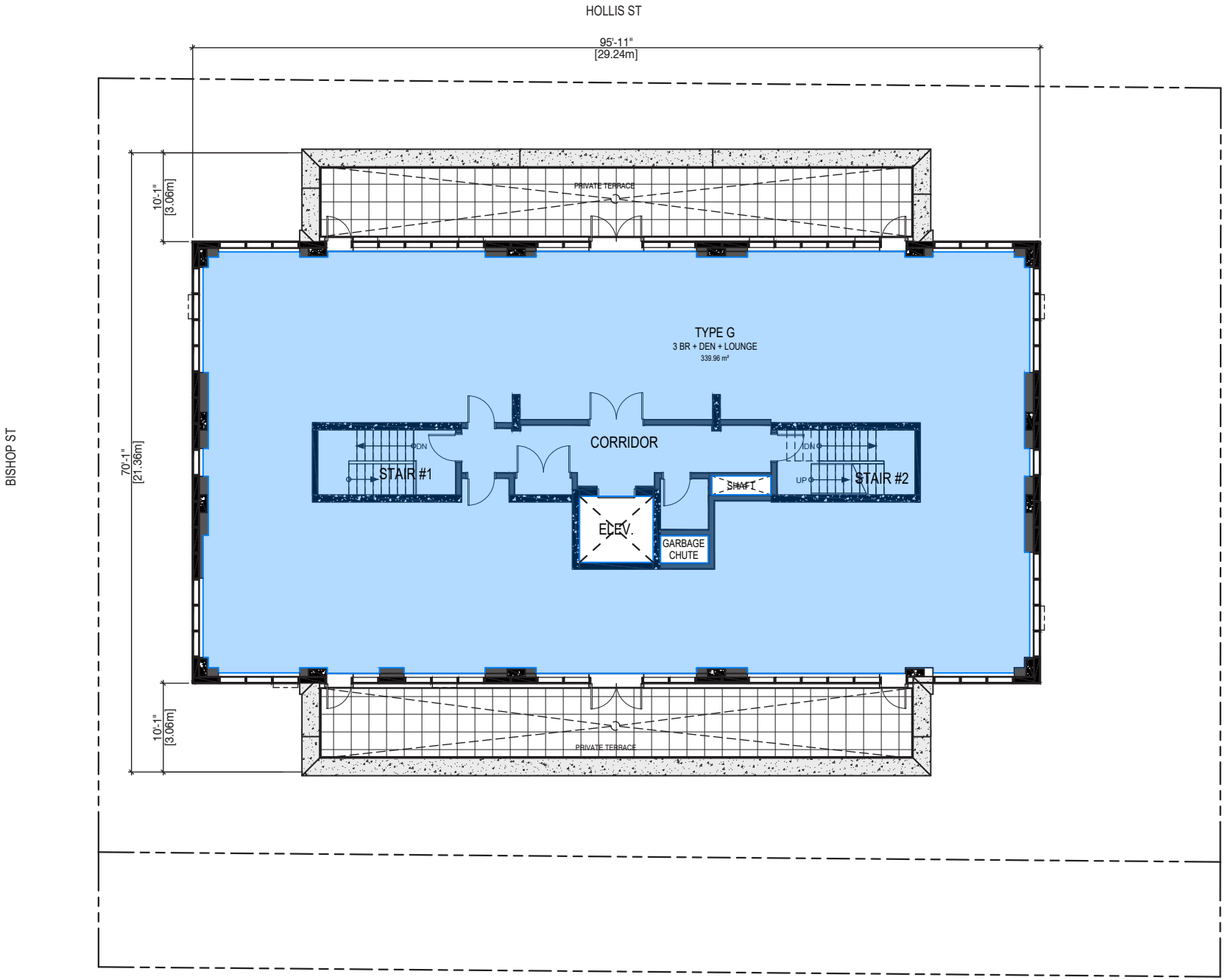
Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A105



FLOOR AREA: 4,323ft² [401.6m²]

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level 6

ARCHITECTURE 49

Halifax, NS

189-00134-00 July 13, 2020

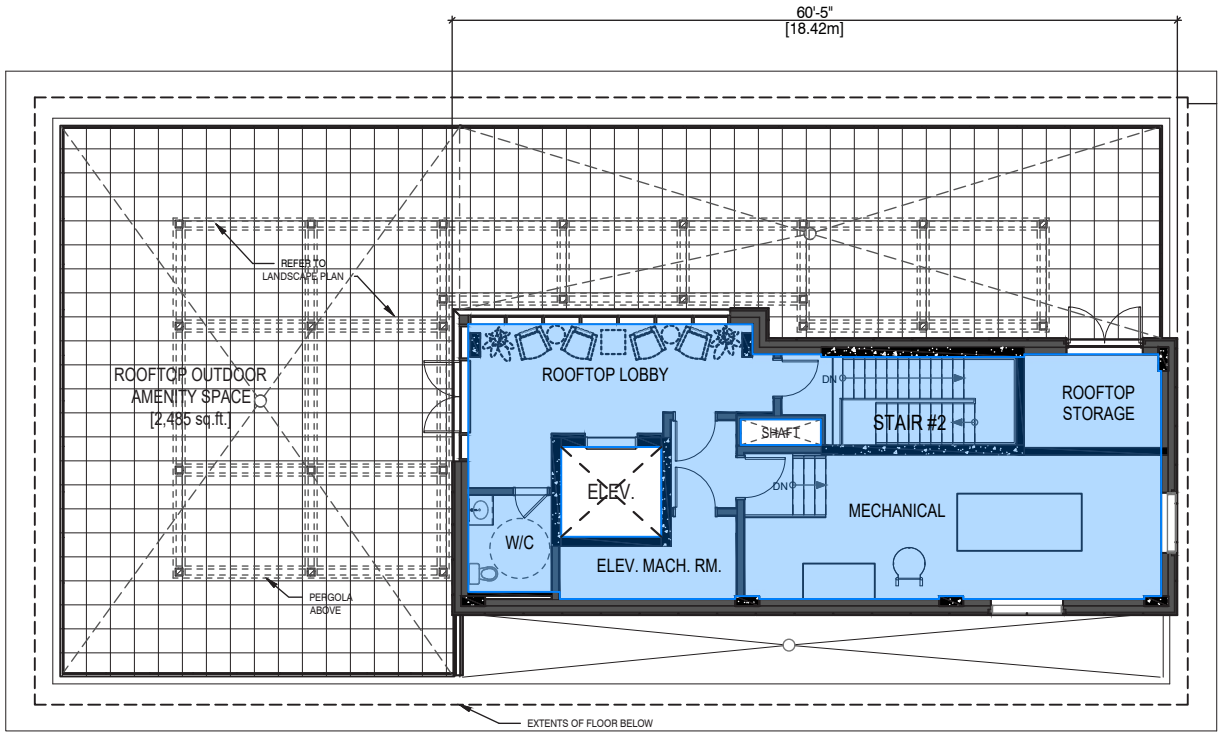
SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A106

HOLLIS ST

BISHOP ST



FLOOR AREA: 1,151ft² [106.9m²]

Measurement of "Floor Area" follows the definition from the Amendment to the Halifax Land Use By-Law to implement the Old South Suburb Heritage Conservation District Plan (Article 8., affecting Definitions, Section 2)

The Governor

Plan - Level 7

ARCHITECTURE 49

Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/16" = 1'-0"

0 8 16 32 64 FT

A107

The Governor

Halifax, NS

189-00134-00 July 13, 2020

Perspective - Bird's Eye View from Corner of
Hollis Street & Bishop Street

The Governor

Perspective - View from Interior of Block

Halifax, NS

189-00134-00 July 13, 2020

The Governor

Perspective - Hollis Street Facing South

Halifax, NS

189-00134-00 July 13, 2020

The Governor

Perspective - Hollis Street Frontage

Halifax, NS

189-00134-00 July 13, 2020

The Governor

Perspective - Hollis Street Facing North

Halifax, NS

189-00134-00 July 13, 2020

The Governor

Perspective - Bishop Street Facing East

Halifax, NS

189-00134-00 July 13, 2020

The Governor

Halifax, NS

189-00134-00 July 13, 2020

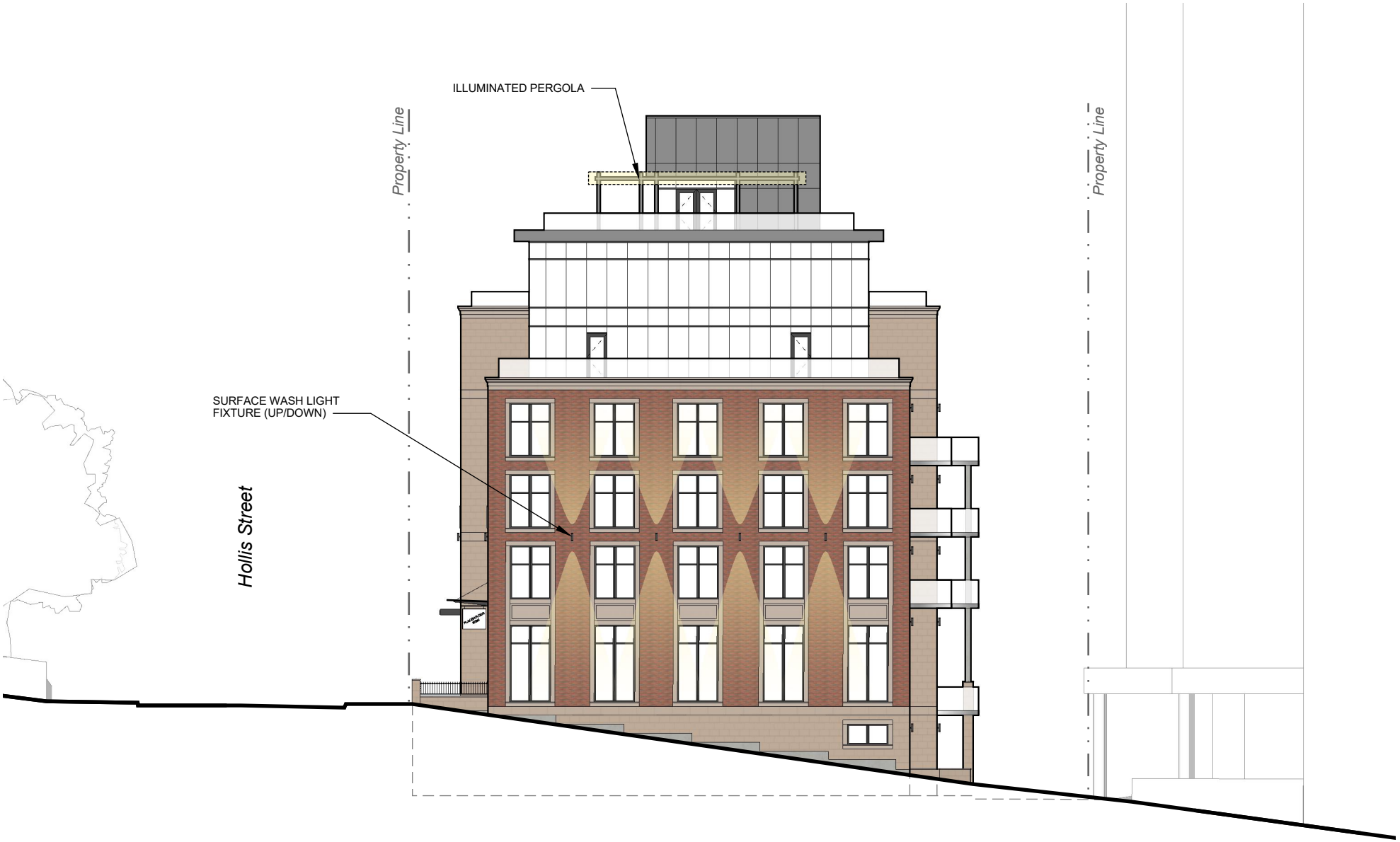
Lighting - West Elevation (Hollis Street)

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

ARCHITECTURE 49

A210



The Governor

Halifax, NS

189-00134-00 July 13, 2020

Lighting - South Elevation (Bishop Street)

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

The Governor

Halifax, NS

189-00134-00 July 13, 2020

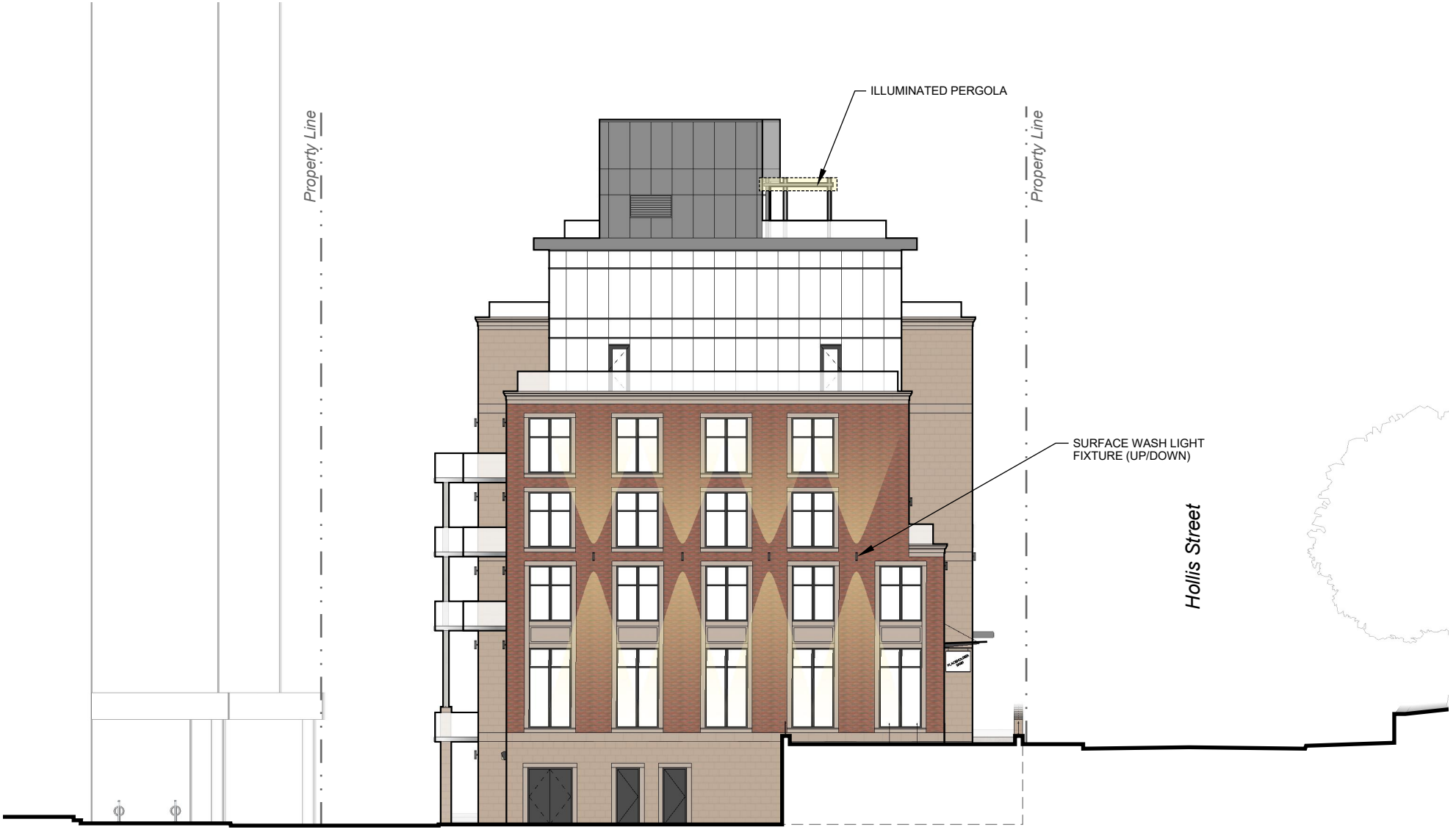
Lighting - East Elevation

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

ARCHITECTURE 49

A212



The Governor

Halifax, NS

189-00134-00 July 13, 2020

Lighting - North Elevation

SCALE: 1" = 20'-0"

0 10 20 40 80 FT

ARCHITECTURE 49

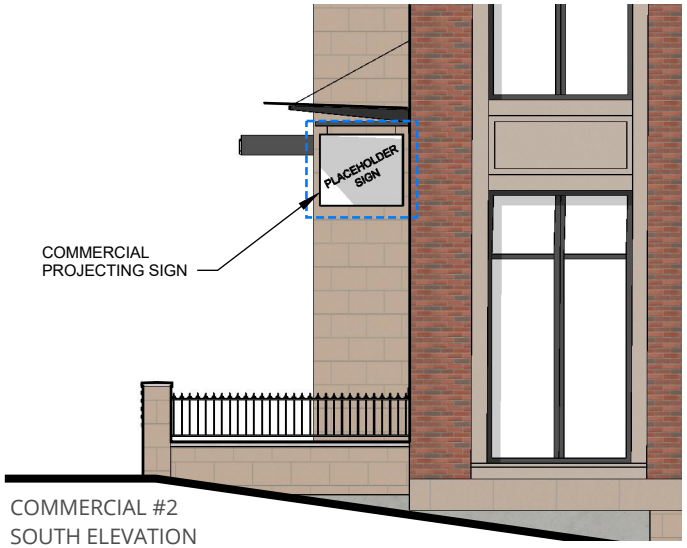
A213

COMMERCIAL #1 - WEST ELEVATION

RESIDENTIAL ENTRY

COMMERCIAL #2 - WEST ELEVATION

COMMERCIAL #1
NORTH ELEVATION



COMMERCIAL #2
SOUTH ELEVATION

The Governor

Signage - Hollis Street

ARCHITECTURE 49

Halifax, NS

189-00134-00 July 13, 2020

SCALE: 1/8" = 1'-0"

0 4 8 16 32 FT

A220

The Governor

Halifax, NS

189-00134-00 July 13, 2020

Signage - East Elevation

SCALE: 1/4" = 1'-0"

0 2 4 8 16 FT