PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Chair and Members of the Design Advisory Committee

FROM: Sean Audas, Principal Planner & Development Officer, Current Planning

DATE: August 4, 2021

SUBJECT: Case # 23513: Level II Site Plan Approval Application for 2495 Maynard Street, Halifax, N.S.

Background:
The applicant has submitted a Level II Site Plan Approval under the Regional Centre Land Use Bylaw (LUB) for property located at 2495 Maynard St., Halifax, N.S. (PID # 00149526). A pre-application has been completed and the proposal has been deemed compliant with the requirements of the LUB.

The applicant is seeking a recommendation from the Design Advisory Committee on the design requirements and any request for variations from the design requirements, as required by the LUB.

Existing Use: 2495 Maynard Street is a vacant piece of land on the corner Maynard & Charles St. A small portion of the existing building at civic 2487 (adjacent lot), which was encroaching onto the lot in question, has recently been removed. Records indicate this building was last permitted as a car dealership use but has not been used as a dealership or any other use for some time. The lot abuts a registered heritage building, located at 2500 Creighton St., at the corner of Creighton and Charles St.

Zoning: HR-1 (High-Order Residential - 1) under the Regional Centre Land Use Bylaw (Package A).

Proposal:
The proposal before the Committee is for a 5-storey, 44-unit residential building with one level of underground parking. The proposed building is classified as a mid-rise building under the LUB (11-20 metres in height). There is currently no active use on the lands, or any structures. The development will require grade-related residential units and landscaping on the entirety of the lot. A Transition Line has been established on the back side of the building (along the lot line shared with the Creighton St. properties). This Transition line requires a minimum 6 metre setback as well as a stepback of the building wall.

Input Requested from Design Advisory Committee:
In accordance with the requirements of the LUB and the Terms of Reference for the Design Advisory Committee, the Committee is being asked to provide a recommendation to the Development Officer regarding the design requirements of Part VI. No variations to the design requirements have been requested. The following chapters of Part VI are relevant to this proposal:

Chapter 1: General Site Plan Approval Design Requirements	Chapter 1 sets out the requirement for site plan approval. There are no criteria to be satisfied.
Chapter 2: At-Grade Private Open Space Design Requirements	- The site will contain grade-related units at the front and side of the building, along both Maynard St. and Charles St. These private spaces will abut an existing public sidewalk. - The required 2-metre-wide connection for pedestrian access has been provided along the abutting sidewalks. - The at-grade private open space provided as outdoor amenity space at the rear of the building incorporates barrier-free access and permanent seating, with a pergola proposed for weather protection.
Chapter 3: Building Design Requirements	The Elevation Drawings and Building Renderings illustrate the design requirements of this Chapter. - Streetwall articulation has been provided on both sides of the building abutting a streetline using a change in colours and materials and projections and recesses. A change in colour and materials is continued along the right side of the building. - Pedestrian entrances are distinguished using changes in colour and recessing. - The ground floor contains grade-related residential units, and no commercial space. The ground floor grade-related units have provided clear glass glazing along the street wall between the required 25-80%. - Weather protection has been provided for the public entrance through a recess of the entrance and a canopy provided by a balcony above. - Building top distinction is accomplished with a change in materials and recesses from the bottom 2/3 of the building. - The penthouse has been integrated into the design of the building using similar materials to the rest of the building, as well as setting it back from the edge of the roof, to reduce how much can be seen from street level. - The rooftop mechanical features have been designed to visually integrate into the overall design of the building and is set back to the middle of the roof to conceal its appearance from the streetline.

Chapter 4: Parking, Access, and Utilities Design Requirements	- No pedestrian connections have been proposed for this site, however a private connection from a private open space connects to a public sidewalk. - The motor vehicle access in the streetwall is integrated into the building design by using the same materials as the rest of the building. The vehicle entrance has been set back from the property line, as required in a different section of the LUB by a minimum of 4.5m. This setback of the entry door helps to maintain a screening of the entrance from the public right-of-way, for internal parking within the building.
Chapter 5: Heritage Conservation Design Requirements	- A cornice line was established along the eve of the adjacent heritage property. The applicant has continued this cornice line along the 3rd floor of the building, on the North side elevation. (S. 157) - The building is stepped back at the 4th floor, which is in line with the top of the roof of the adjacent heritage building. Consideration for a required stepback due to the Transition Line was taken into account for this requirement. (S. 148) - A stepback of 2.5m at the 4th floor is already required at the rear of the building, in relation to Transition Line requirements. The applicant has stepped the building back to 3m at the 4th floor, along the rear of the building to accommodate the heritage requirement, as the proposed building will be taller than the existing heritage building. (S. 149) - Architectural elements from the abutting heritage building were applied to the proposed development, including window bays, recessed cornices, and entrance vestibules, all inspired by the heritage building and surrounding dwellings on Creighton St. (s.150) - Please refer to the 2020 Staff Report for background of the Heritage property and the recommendation to grant it Heritage status.
Chapter 6: Other Design Requirements	- All exterior lighting requirements have been confirmed to meet section 154 of the Land Use Bylaw and are labelled on the elevation drawings. - The subject site is not a View Terminus Site.
Chapter 7: Variation Criteria	Not applicable – no variations requested.

Any recommendations made by the Committee will be considered by the Development Officer prior to approval or refusal of the Site Plan Approval application. Any changes to the building informed by the recommendation of the Committee must meet the requirements of the Land Use Bylaw.

Attachments:

Please refer to digital building plans package for all renderings, floor plans, landscaping, and design rationale.

The Nook MAYNARD ST.

SHEET LIST

A-100 - PARKING PLAN
A-101 - LEVEL 1 PLAN
A-102 - LEVEL 2 PLAN
A-103 - LEVEL 3 PLAN
A-104 - LEVEL 4 PLAN
A-105 - LEVEL 5 PLAN
A-106 - ROOF PLAN

BUILDING DIMENSIONS:
FOOT PRINT AREA = 646 sm
TOTAL GROSS FLOOR AREA = 3,250 sm
MAX DIMENSION = 28.65m
BUILDING HEIGHT = 14.0m
FRONT AND FLANKING YARDS = 1.5m
SIDE YARD = 2.5m
TRANSITION YARD = 6.0m
BACK YARD = 3.0m

AMENITY SPACE:
REQUIRED 5 sm / 44 UNITS = 220 sm
50% INTERIOR AMENITY SPACE = 110 sm

INTERIOR PENTHOUSE AMENITY SPACE = 110 sm
TOTAL BALCONIES = 113.4 sm
EXTERIOR PODIUM GROUND LEVEL = 76 sm
TOTAI AMENITY SPACE AREA = 298.9 sm

harveyARCHITECTURE

MARCO
BUILDERS OF ATLANTIC CANADA

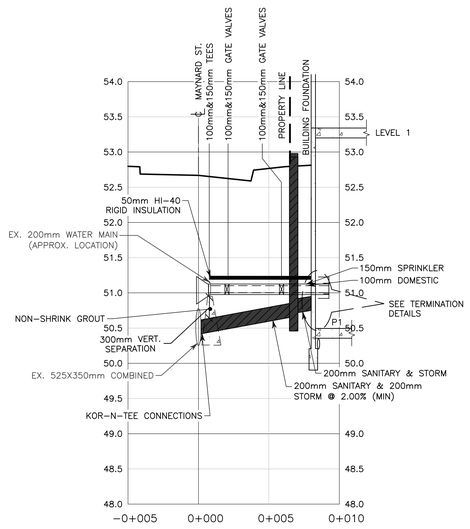
Gordon Ratcliffe
LANDscape ARCHITECTS

SDMM

LEGEND

PROFILE

EXISTING		PROPOSED
	GROUND	
	SANITARY	
	STORM	
	WATER	
	FOAM INSULATION	
	PIPE CROSSING	
	WATER VALVE	
	THRUST BLOCK	
	END CAP	



SERVICES PROFILE

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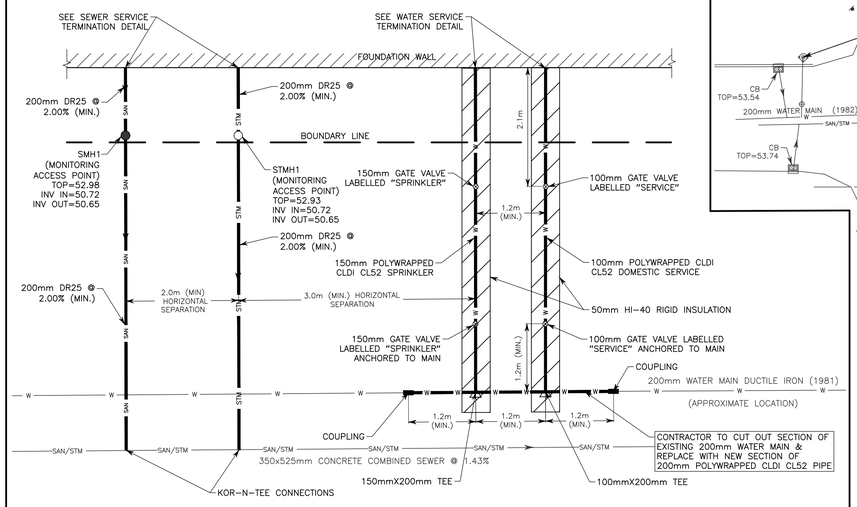
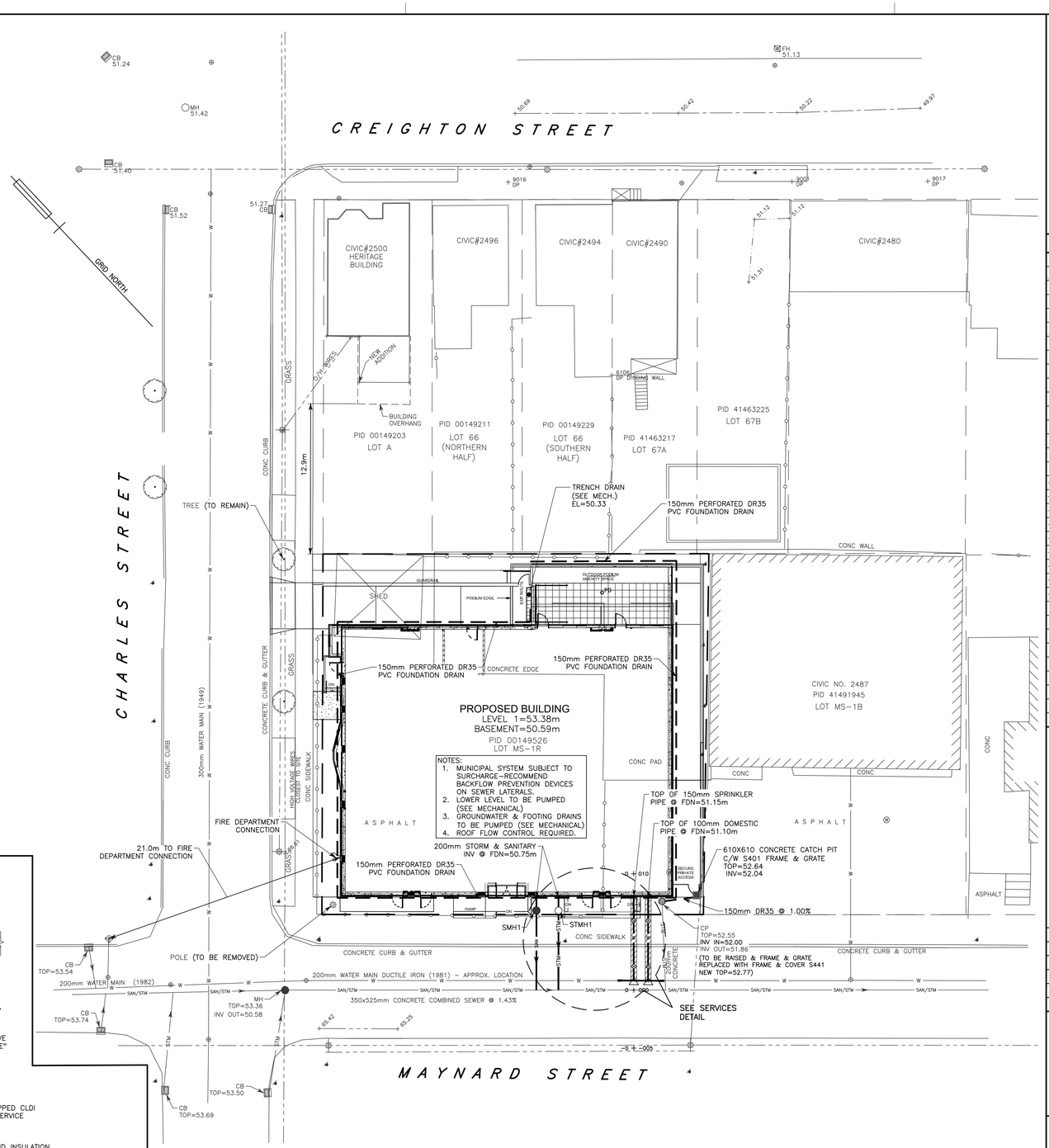
VERT: 1:40



SERVICES DETAIL

N.T.S.



KEY PLAN

LEGEND

EXISTING		PROPOSED
25.0	CONTOUR LINE	25.0
⊗/⊗BF	CURB STOP/GATE/BUTTERFLY VALVE	⊗/⊗BF
	FIRE HYDRANT	
	CONCRETE THRUST BLOCK	
	SIAMESE CONNECTION	
	CATCH BASIN/PIT/AREA DRAIN	
	CULVERT	
/ RO	ROCK LINING/DAM	/ RO
/ RW	ROCK WALL/RETAINING WALL	/ RW
	POWER POLE & ANCHOR/LIGHT STANDARD	
	TREE	
	STREET SIGN/PARKING METER	
× 131.82	ELEVATION/GRADE	125.00 × / 125.00
	TEST PIT	
/ S	DRAINAGE/SWALE FLOW DIRECTION	/ S
W	WATER MAIN/SERVICE	W
SAN	SANITARY MANHOLE & PIPE	SAN
STM	STORM MANHOLE & PIPE	STM
SAN/STM	COMBINED SEWER	SAN/STM
FM	FORCE MAIN	FM
GAS	GAS LINE	GAS
FL	100YR. FLOOD LIMIT	FL
	GUARD RAIL	
C	UNDERGROUND CONDUIT	C
	OVERHEAD WIRES	
	PROPERTY LINE/BOUNDARY	
	FENCE	
	BUILDING	
	TOP OF SLOPE	
	TOE OF SLOPE	
	TREELINE	
	LIMITS OF DISTURBANCE	
	PODIUM DRAIN	PD

NOTES

1. REFER TO C2 FOR CONSTRUCTION NOTES & DETAILS.

No.	YY/MM/DD	Revision Description	Appr'd
4	21/06/28	ADD STORM SAMPLE MANHOLE/UPDATED BUILDING	
3	21/05/12	REVISED RAMP/EGRESS	
2	21/04/30	REVISED RAMP GRADE	
1	21/03/19	ISSUED FOR PERMIT	
0	21/03/05	ISSUED FOR REVIEW	

REGISTERED PROFESSIONAL ENGINEER — PROVINCE OF NOVA SCOTIA — DATE JUN 28/21 — [redacted] — M. A. LANDRY — 6647

SDMM
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THE NOOK

2487 MAYNARD STREET, LOT MS-1R
HALIFAX, NOVA SCOTIA

SITE SERVICING PLAN

Date: MARCH 5, 2021	Drawn: S. SOO	Project No.: FILE NO. 1-1-497 (35715)
Scale: 1:200	Engineer: R. LANDRY	Plan No.: 16-2500-4
Reference: --	Approved: R. LANDRY	Drawing Name: C0
Surveyed: SDMM	Sheet:	

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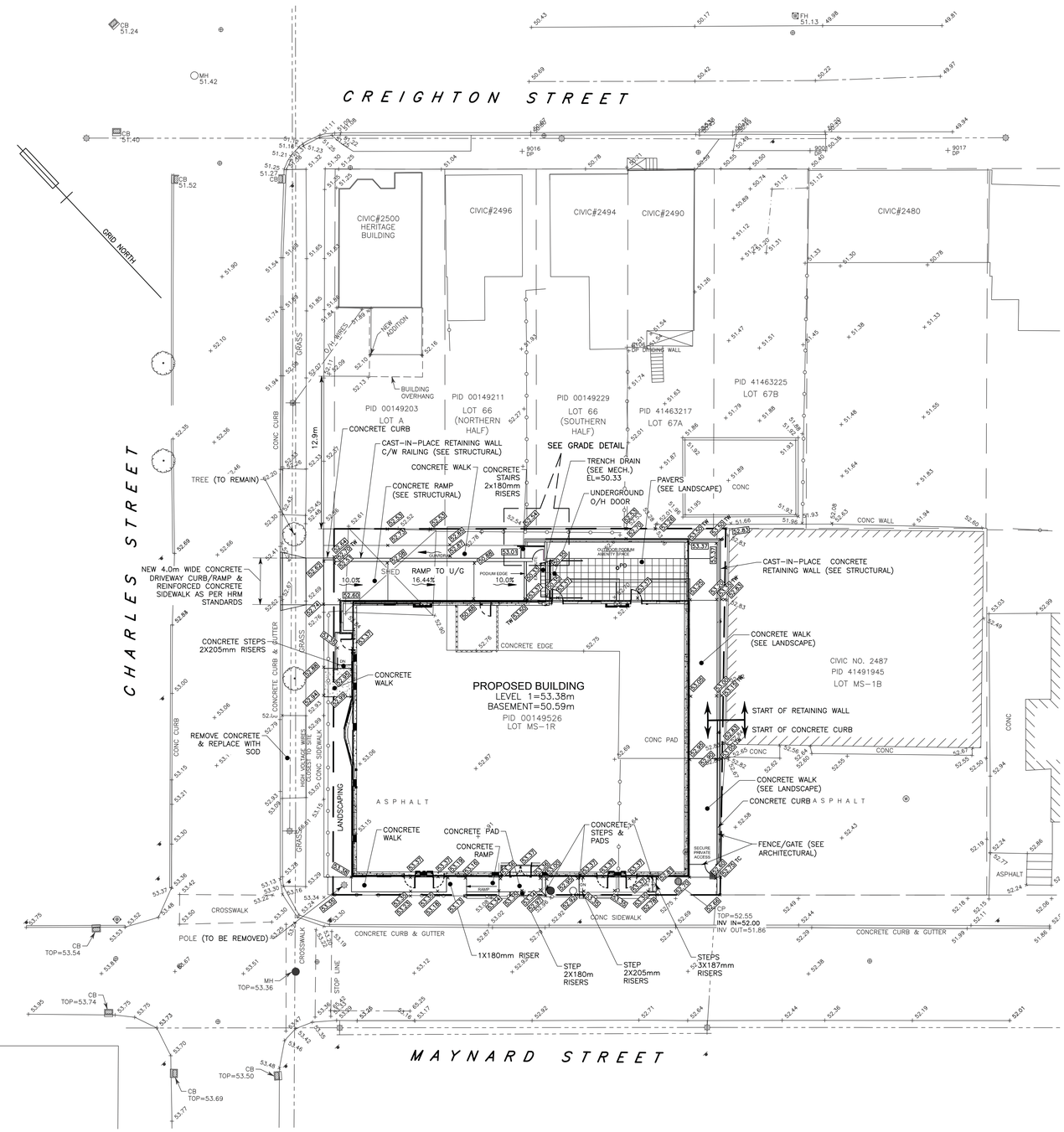

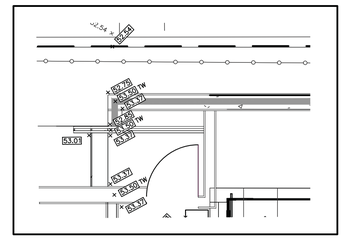

GRADING DETAIL
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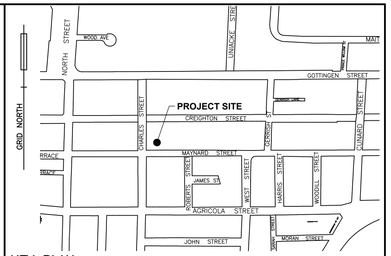

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	CATCH BASIN/PIT/AREA DRAIN	
	CULVERT	
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RW	ROCK WALL/RETAINING WALL	RW
	POWER POLE & ANCHOR/LIGHT STANDARD	
	TREE	
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× 131.82	ELEVATION/GRADE	125.00 × / + 125.00
	TEST PIT	
S	DRAINAGE/SWALE FLOW DIRECTION	S
W	WATER MAIN/SERVICE	W
SAN	SANITARY MANHOLE & PIPE	SAN
STM	STORM MANHOLE & PIPE	STM
SAN/STM	COMBINED SEWER	SAN/STM
FM	FORCE MAIN	FM
GAS	GAS LINE	GAS
FL	100YR. FLOOD LIMIT	FL
	GUARD RAIL	
C	UNDERGROUND CONDUIT	C
	OVERHEAD WIRES	
	PROPERTY LINE/BOUNDARY	
	FENCE	
	BUILDING	
	TOP OF SLOPE	
	TOE OF SLOPE	
	TREELINE	
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REGISTERED PROFESSIONAL ENGINEER
[redacted]
R. A. LANDRY
6647
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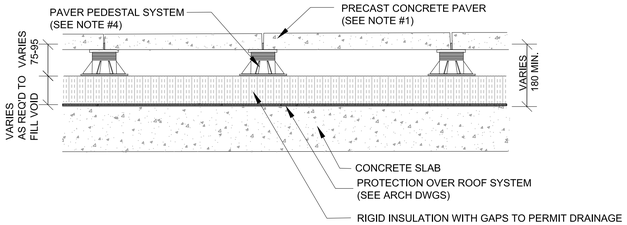
SITE GRADING PLAN

Date: MARCH 5, 2021	Drawn: S. SOO	Project No.: FILE NO. 1-1-497 (35715)
Scale: 1:200	Engineer: R. LANDRY	Plan No.: 16-2424-4
Reference: --	Approved: R. LANDRY	Drawing Name: C1
Surveyed: SDMM	Sheet:	

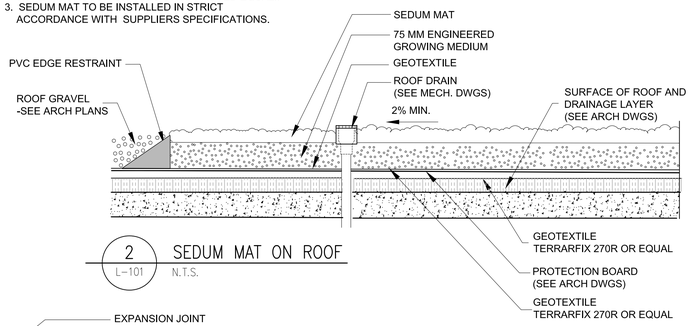
0m 5 10 15 20m

NOTES:
1. PRECAST CONCRETE PAVER TO BE 50 MM THICK X 600 W X 600 L, SMOOTH FINISH, COLOUR GRANITE GREY.
2. ACCEPTABLE PRODUCTS: CLASSIC PAVER AS MANUFACTURED BY BOLDUC. OR APPROVED EQUAL.
3. INSTALL PAVERS IN STRICT ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
4. PAVER PEDESTAL TO BE VIEWGRES, OR APPROVED EQUAL.



1 L-101 PRECAST CONCRETE UNIT PAVERS N.T.S.

NOTE:
1. SURFACE OF SEDUM MAT TO SLOPE AT 2% MINIMUM TO DRAIN TO ROOF DRAIN.
2. SEDUM MAT TO BE ULTRA LIGHT WEIGHT MATTING WITH COCO FIBRE BACKING AS SUPPLIED BY NVK, W. FLAMBOROUGH ONTARIO OR APPROVED EQUAL..
3. SEDUM MAT TO BE INSTALLED IN STRICT ACCORDANCE WITH SUPPLIERS SPECIFICATIONS.



2 L-101 SEDUM MAT ON ROOF N.T.S.

PLANT LIST

QTY.	COMMON NAME	BOTANICAL NAME	SIZE/ CONDITION
2	SERVICEBERRY	AMELANCHIER ALNIFOLIA	7 GAL. POTTED
1	ROYAL STAR MAGNOLIA	MAGNOLIA STELLATA 'ROYAL STAR'	7 GAL. POTTED
13	FAIRVIEW YEW	TAXUS x MEDIA 'FAIRVIEW'	60cm POTTED
3	SARCOXIE EUONYMUS	EUONYMUS FORTUNEI 'SARCOXIE'	50cm POTTED
7	ANTHONY WATERER SPIREA	SPIRAEA JAPONICA 'ANTHONY WATERER'	50cm POTTED
9	HURON SUNRISE MAIDEN GRASS	MISCANTHUS SINENSIS 'HURON SUNRISE'	3 GAL. POT
16	CATMINT	NEPETA FASSENII 'SIX HILLS GIANT'	1 GAL. POT

LANDSCAPE NOTES:
1. ALL PLANT MATERIAL SHALL CONFORM TO THE CANADIAN NURSERY TRADES ASSOCIATION METRIC GUIDE SPECIFICATIONS AND STANDARDS
2. ENSURE ALL PLANT MATERIAL IS KEPT WELL WATERED PRIOR TO AND AFTER PLANTING.

LANDSCAPE SPECIFICATIONS

1. QUALIFICATION OF BIDDERS
.1 THE CONTRACTOR SHALL BE A MEMBER IN GOOD STANDING OF A MEMBER ORGANIZATION OF THE CANADIAN NURSERY TRADES ASSOCIATION.
.2 THE CONTRACTOR'S SITE SUPERVISOR SHALL BE A CERTIFIED LANDSCAPE TECHNICIAN.

2. GENERAL
.1 SITE LAYOUT HAS BEEN TAKEN FROM SITE PLAN PROVIDED BY HARVEY ARCHITECTURE MARCH 3, 2021.
.2 THIS PLAN IS TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND CIVIL DRAWINGS. REFER TO CIVIL DRAWINGS FOR ALL PAVEMENTS, GRADING AND LAYOUT INFORMATION AND ACCURATE PROPERTY BOUNDARY DEFINITIONS.
.3 IT IS THE CONTRACTOR'S RESPONSIBILITY TO READ ALL DRAWINGS, SPECIFICATIONS AND NOTES RELATED TO THIS PROJECT AND CONFIRM ALL TERMS AND CONDITIONS RELATED TO THIS CONTRACT AND TO QUESTION ANY UNCERTAINTIES PRIOR TO SUBMISSION OF QUOTATION.
.4 THE CONTRACTOR SHALL VISIT THE SITE TO CONFIRM CONDITIONS. THE CONTRACTOR SHALL CONTACT THE CONSULTANT WITH QUESTIONS CONCERNING ANY UNCERTAINTY IN THE TERMS OF THE CONTRACT PRIOR TO SUBMISSION OF QUOTATION.
.5 ALL LOCATIONS ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE STAKED ON SITE BY CONTRACTOR AND APPROVED BY CONSULTANT PRIOR TO COMMENCEMENT OF LANDSCAPING.
.6 ALL WORK TO BE CONDUCTED IN STRICT ACCORDANCE WITH ALL APPLICABLE BUILDING CODES AND REGULATIONS AND BYLAWS.
.7 THE CONTRACTOR SHALL NOT DISTURB EXISTING STRUCTURES. PLANT MATERIAL, LAWNS AND PAVEMENT. THE CONTRACTOR SHALL REINSTATE ANY DISTURBANCE TO THE APPROVAL OF THE CONSULTANT AT OWN COST.
.8 THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION . DO NOT DISTURB UNDERGROUND UTILITIES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO UNDERGROUND UTILITIES AT OWN EXPENSE.
.9 THE CONTRACTOR SHALL EMPLOY ANY MEASURES NECESSARY TO PREVENT SOIL FROM ENTERING THE STORM DRAINAGE SYSTEM. SCHEDULE WORK TO AVOID EXPOSURE OF SOIL TO RAINFALL.
.10 ALL WORK SHALL BE GUARANTEED AND MAINTAINED FOR A PERIOD OF ONE YEAR FOLLOWING COMPLETION OF PROJECT AND ACCEPTANCE BY CONSULTANT.

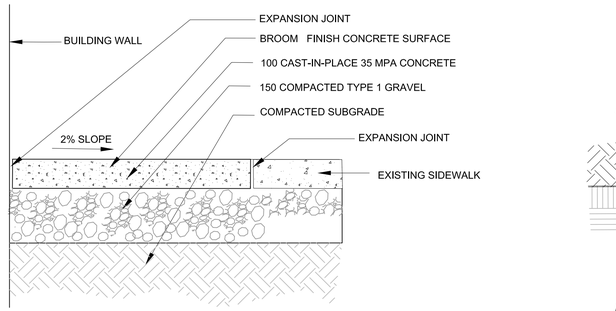
3. SOILS FOR LANDSCAPING
.1 TOPSOIL SHALL BE FRIABLE SANDY LOAM WITH A SUITABLE CONTENT OF MINERAL PARTICULATE, MICRO ORGANISMS, ORGANIC MATTER AND SOIL NUTRIENTS (NITROGEN, PHOSPHORUS, POTASSIUM), FREE OF DEBRIS AND STONES OVER 1 INCH IN DIAMETER. SAND CONTENT SHALL BE 40-70%, ORGANIC CONTENT SHALL BE 20%, THE CLAY CONTENT SHALL BE 20% MAX. A SAMPLE OF THE TOPSOIL SHALL BE SUBMITTED TO THE PROVINCIAL DEPARTMENT OF AGRICULTURE FOR ANALYSIS. THE CONTRACTOR SHALL SUPPLEMENT THE TOPSOIL IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE SOIL ANALYSIS. THE CONTRACTOR SHALL SUBMIT A COPY OF THE SOILS ANALYSIS REPORT TO THE CONSULTANT AND PROVIDE A SAMPLE OF THE TOPSOIL FOR APPROVAL PRIOR TO DELIVERY TO THE SITE.
.2 PLANTING SOIL TO BE A MIXTURE OF 60% TOPSOIL AND 40% ORGANIC MATTER (COMPOST OR WELL AGED MANURE, FREE OF WEED SEED)OR APPROVED EQUAL.

4. PLANTING
.1 ALL PLANTING SHALL CONFORM TO THE CANADIAN NURSERY TRADES ASSOCIATION METRIC GUIDE SPECIFICATIONS AND STANDARDS FOR NURSERY STOCK, LATEST EDITION. ALL PLANT MATERIAL SHALL BE TOP QUALITY AND APPROVED BY THE CONSULTANT PRIOR TO PLANTING. POOR QUALITY PLANT MATERIAL WILL BE REJECTED. UNDERSIZED PLANT MATERIAL OR SUBSTITUTIONS WILL NOT BE ACCEPTED UNLESS APPROVED BY THE CONSULTANT.
.2 ENSURE ALL PLANTS ARE DELIVERED TO THE SITE IN GOOD CONDITION. DELIVER PLANTS TO THE SITE ON THE DAY THEY ARE TO BE PLANTED. DO NOT STORE PLANTS ON SITE.
.3 PLANTING TO BE IN ACCORDANCE WITH PLANTING DETAILS ON THIS DRAWING.
.4 WATER PLANTS IMMEDIATELY AFTER PLANTING AND WATER THOROUGHLY ONCE EVERY THREE DAYS FOR A PERIOD OF ONE MONTH AFTER PLANTING. CONTINUE TO WATER ONCE A WEEK FOR 3 MONTHS TO MAINTAIN OPTIMAL GROWING CONDITIONS DURING THE MAINTENANCE PERIOD.
.5 PLANTING AREAS SHALL BE MAINTAINED FOR A PERIOD OF ONE YEAR FOLLOWING DATE OF ACCEPTANCE, TO INCLUDE:
.1 WATER WHENEVER NECESSARY TO MAINTAIN OPTIMUM SOIL MOISTURE CONDITIONS FOR THE GROWTH AND HEALTH OF THE PLANT MATERIAL, WITHOUT CAUSING EROSION.
.2 REMOVE WEEDS MONTHLY.
.3 REPLACE OR RESPREAD ANY DAMAGED, MISSING OR DISTURBED MULCH.
.4 APPLY PESTICIDES AS REQUIRED TO CONTROL INSECTS, FUNGUS AND DISEASE. OBTAIN PRODUCT APPROVAL FROM CONSULTANT BEFORE APPLICATION.
.5 REMOVE DEAD AND BROKEN BRANCHES FROM PLANT MATERIAL.
.6 KEEP TREE SUPPORTS IN PROPER REPAIR AND ADJUSTMENT. REMOVE TREE SUPPORTS AT END OF MAINTENANCE PERIOD.
.7 REMOVE AND REPLACE DEAD PLANTS AND PLANTS NOT IN HEALTHY GROWING CONDITIONS. MAKE REPLACEMENTS AS SPECIFIED FOR ORIGINAL PLANTINGS.

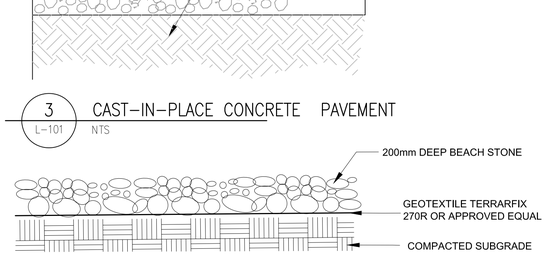
5. MULCH
.1 MULCH SHALL BE SHREDDED BARK AT LEAST TWO YEARS OLD AND FROM THE BARK OF SOFTWOOD TREES.
.2 ALL PLANTING AREAS, AND DISTURBED AREAS NOT DESIGNATED TO BE SODDED TO BE COVERED WITH 3" OF MULCH.

6. SODDING
.1 AREAS TO BE SODDED ARE INDICATED ON THE LANDSCAPE PLAN.
.2 ALL SODDED AREAS SHALL SLOPE TO DRAIN AT A MINIMUM OF 2% SLOPE AND A MAXIMUM OF 1V/3H RISE/RUN UNLESS NOTED OTHERWISE.
.3 ENSURE THAT THE SUBGRADE UNDER THE AREAS TO BE SODDED HAS BEEN GRADED AND COMPACTED AND ACCEPTED BY THE CONSULTANT PRIOR TO COMMENCEMENT OF WORK.
.4 ALL AREAS TO BE SODDED SHALL BE COVERED WITH 150 (AFTER COMPACTION) OF APPROVED AND AMENDED TOPSOIL, UNLESS NOTED OTHERWISE.
.5 SPREAD TOPSOIL AND GRADE TO SMOOTH EVEN SLOPES. ELIMINATE LOW SPOTS AND ENSURE THAT ALL SURFACES DRAIN POSITIVELY.
.6 ROLL TO COMPACT TOPSOIL.
.7 SOD SHALL CONFORM TO THE CANADIAN NURSERY SOD GROWERS SPECIFICATION AND CONSIST OF A MIXTURE OF KENTUCKY BLUEGRASS AND CREEPING FESCUE. ADVISE CONSULTANT OF SOURCE FOR SOD.
.8 LAY SOD IN NEAT EVEN ROWS. BUTT SECTIONS NEATLY TO AVOID OVERLAPS AND GAPS.
.9 ROLL SOD LIGHTLY TO PROVIDE GOOD CONTACT BETWEEN SOD AND SOIL.
.10 WATER IMMEDIATELY AFTER LAYING AND WHENEVER NECESSARY TO MAINTAIN OPTIMUM GROWING CONDITIONS UNTIL SOD IS ACCEPTED BY CONSULTANT.
.11 SOD SHALL BE ACCEPTED BY CONSULTANT AFTER IT HAS ESTABLISHED GOOD ROOT SYSTEM AND AFTER IT HAS BEEN CUT TWICE, PROVIDED THAT IT IS FREE OF WEEDS AND THERE ARE NO VISIBLE PATCHES OF SOIL.
.12 SODDED AREAS SHALL BE MAINTAINED FOR A PERIOD OF ONE YEAR FOLLOWING DATE OF ACCEPTANCE, TO INCLUDE:
.1 WATER WHENEVER NECESSARY TO MAINTAIN OPTIMUM SOIL MOISTURE CONDITIONS TO A DEPTH OF 3".
.2 CUT GRASS TO A HEIGHT OF 50 WHEN IT REACHES A HEIGHT OF 4". REMOVE ALL GRASS CLIPPINGS WHICH WILL INHIBIT GROWTH.
.3 MAINTAIN LAWN AREAS WEED FREE.
.4 IN SEPT. APPLY 1-4-4 RATIO FERTILIZER. IN MAY APPLY 3-0-0 FERTILIZER. APPLY FERTILIZER AT RATES RECOMMENDED BY MANUFACTURER.
.5 REPLACE ANY DEAD OR POOR QUALITY SOD TO APPROVAL OF OWNER.

7. CLEAN UP
.1 THE CONTRACTOR SHALL CONDUCT A THOROUGH CLEAN UP FOLLOWING THE COMPLETION OF THE WORK.
.2 REMOVE ALL LITTER AND UNUSED MATERIALS FROM THE SITE.
.3 ALL PAVED SURFACES USED TO ACCESS THE WORK SHALL BE CLEANED TO THE APPROVAL OF THE CONSULTANT.

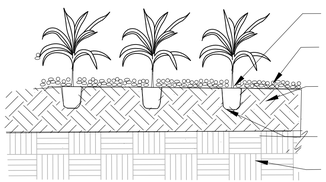


3 L-101 CAST-IN-PLACE CONCRETE PAVEMENT NTS

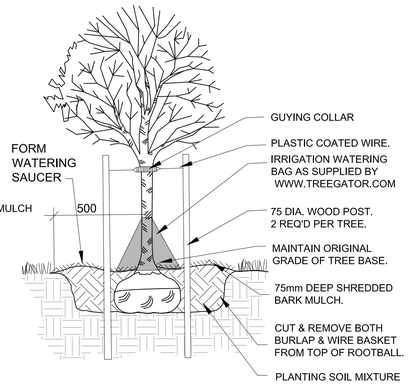


4 L-101 BEACH STONE N.T.S.

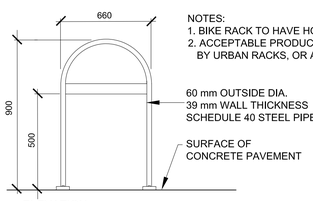
NOTES:
1. BEACH STONE TO BE SMOOTH ROUND NATURAL ROCK, 50mm TO 100mm DIAMETER, WASHED AND FREE OF SOIL AND OTHER CONTAMINANTS.
2. PLACE BEACH STONE CAREFULLY TO CREATE A SMOOTH AND EVENLY FINISHED SURFACE.



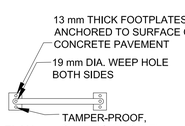
5 L-101 ORNAMENTAL SHRUB and PERENNIAL PLANTING N.T.S.



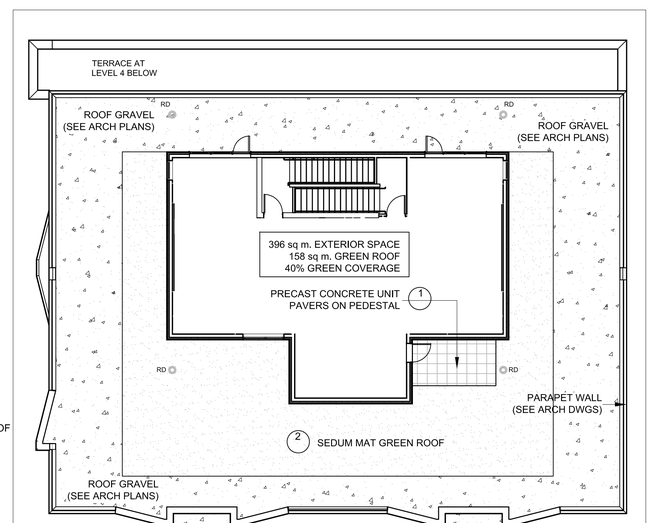
6 L-101 DECIDUOUS TREE PLANTING N.T.S.



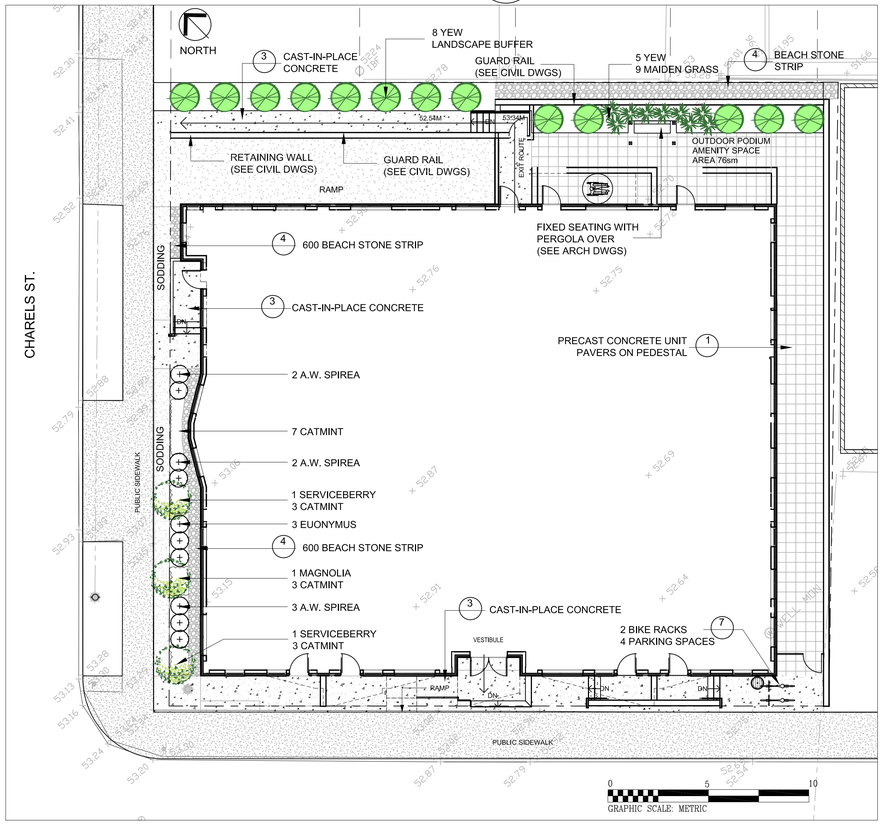
NOTES:
1. BIKE RACK TO HAVE HOT-DIPPED GALVANIZED FINISH.
2. ACCEPTABLE PRODUCT: URBAN STAPLE, AS MANUFACTURED BY URBAN RACKS, OR APPROVED EQUAL.



7 L-101 BIKE RACK N.T.S.



ROOF TOP PLAN



GROUND LEVEL PLAN

Gordon Ratcliffe
LANDscape ARCHITECTS
2055 Route 329, RR #1
HUBBARDS, NOVA SCOTIA
CANADA, B0J 1T0
TEL: (902) 478 - 3683
FAX: (902) 857 - 1108
grla@eastlink.ca

LEGEND
- ORNAMENTAL TREE
- CONIFEROUS SHRUB
- ORNAMENTAL SHRUBS
- PERENNIALS
- ORNAMENTAL GRASSES
- PRECAST CONCRETE UNIT PAVERS
- SODDING
- BEACH STONE
- CAST-IN-PLACE CONCRETE

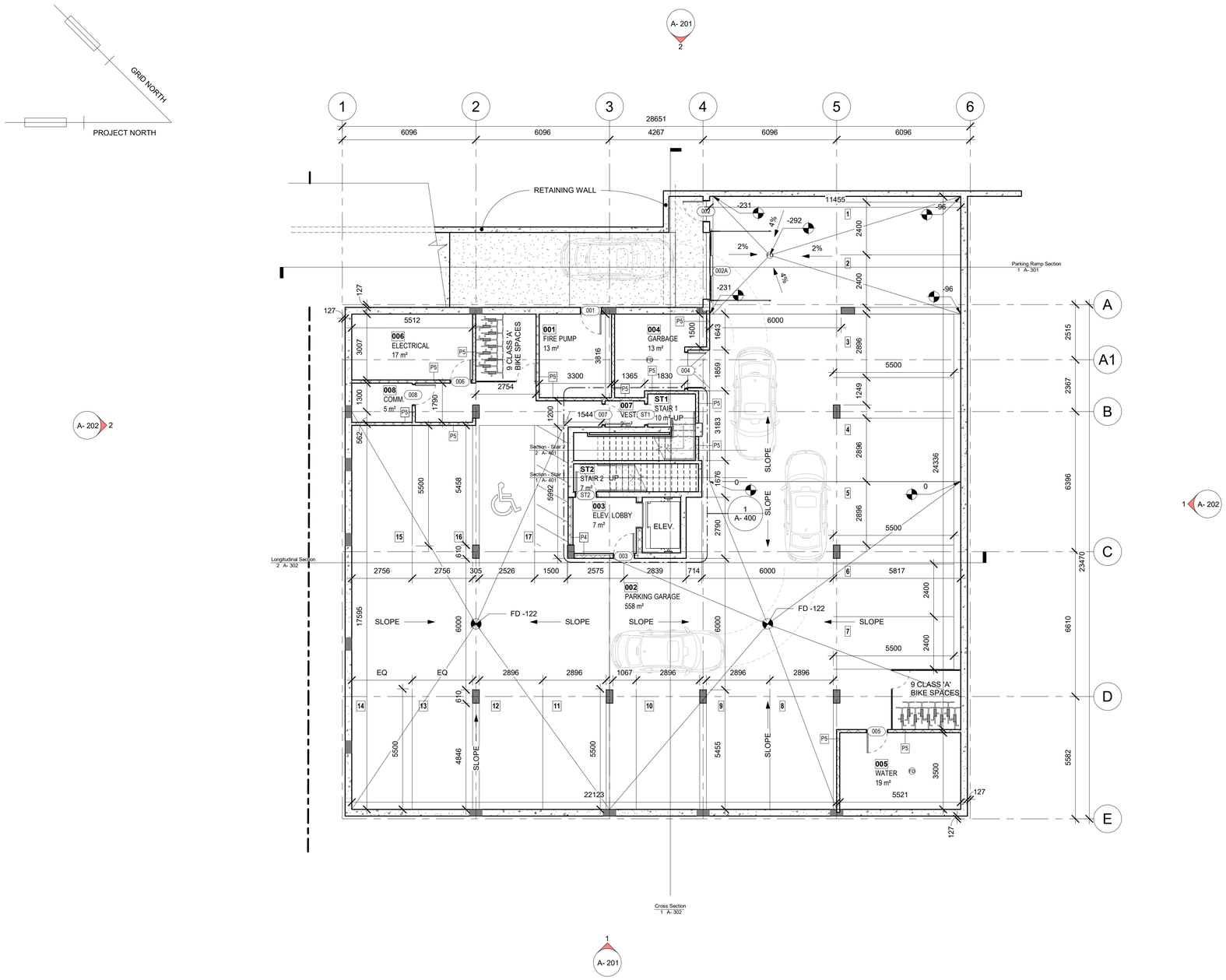
No.	Revision/Issue	Date
2.	REVISED	JULY 2/21
1.	ISSUED FOR PERMIT	MAY 21/21

STAMP:
[redacted]
GORDON RATCLIFFE

PROJECT:
MAYNARD & CHARLES APARTMENT
HALIFAX, NOVA SCOTIA

DRAWING:
LANDSCAPE PLAN

SCALE: AS NOTED
DATE: MAR.8/21
DRAWN BY: MDP
DWG. NO. L-101



1 Level 0
1 : 100

Company 3338951
Nova Scotia Ltd.

MARCO
BUILDERS OF ATLANTIC CANADA

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CAMPBELL COMEAU
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WWW.MLENGINEERING.CA

BY + LARGE
STUDIOS

SDMM
lectec engineering

No.	Description	Date
20	SITE-PLAN PRE-APP	2021.07.06
19	DEVELOPMENT APPROVALS	2021.06.18
17	HRM SITE PLAN REVISED	2021.05.10
16	66% REVIEW	2021.05.04
15	COORDINATION	2021.04.30
14	EGRESS REVIEW	2021.04.26
12	33% REVIEW	2021.04.12
11	REVISED	2021.04.01
9	HRM SITE PLAN	2021.03.08
8	FOR REVIEW	2021.02.25
5	FOR REVIEW	2021.02.05
3	FOR REVIEW	2021.01.22
1	FOR REVIEW	2021.01.15

NOT FOR CONSTRUCTION

7071 Bayers Rd. Suite 3004
Halifax, NS B3L 2C2
Phone: (902) 444-0555
Fax: (902) 444-7522
harveyARCHITECTURE

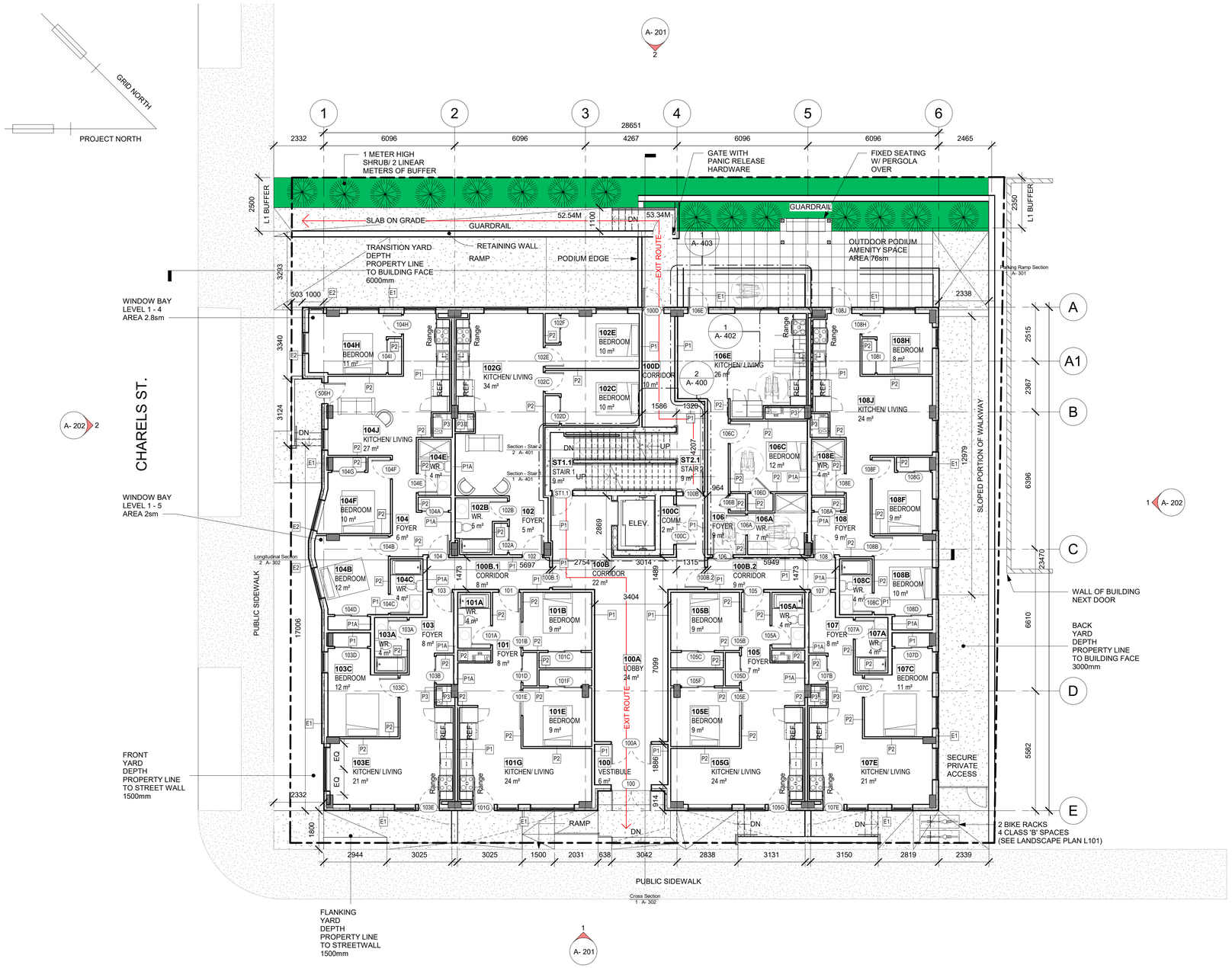
COMPANY 3338951 Nova Scotia Ltd.
2487 MAYNARD ST.

2487 MAYNARD ST., HALIFAX, NS.
PARKING

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 100

Scale 1 : 100



1 Level 1
1 : 100

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Nova Scotia Ltd.

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8	FOR REVIEW	2021.02.25
6	NSP REVIEW	2021.02.08
5	FOR REVIEW	2021.02.05
3	FOR REVIEW	2021.01.22
2	UNIT REVIEW	2021.01.19
1	FOR REVIEW	2021.01.15

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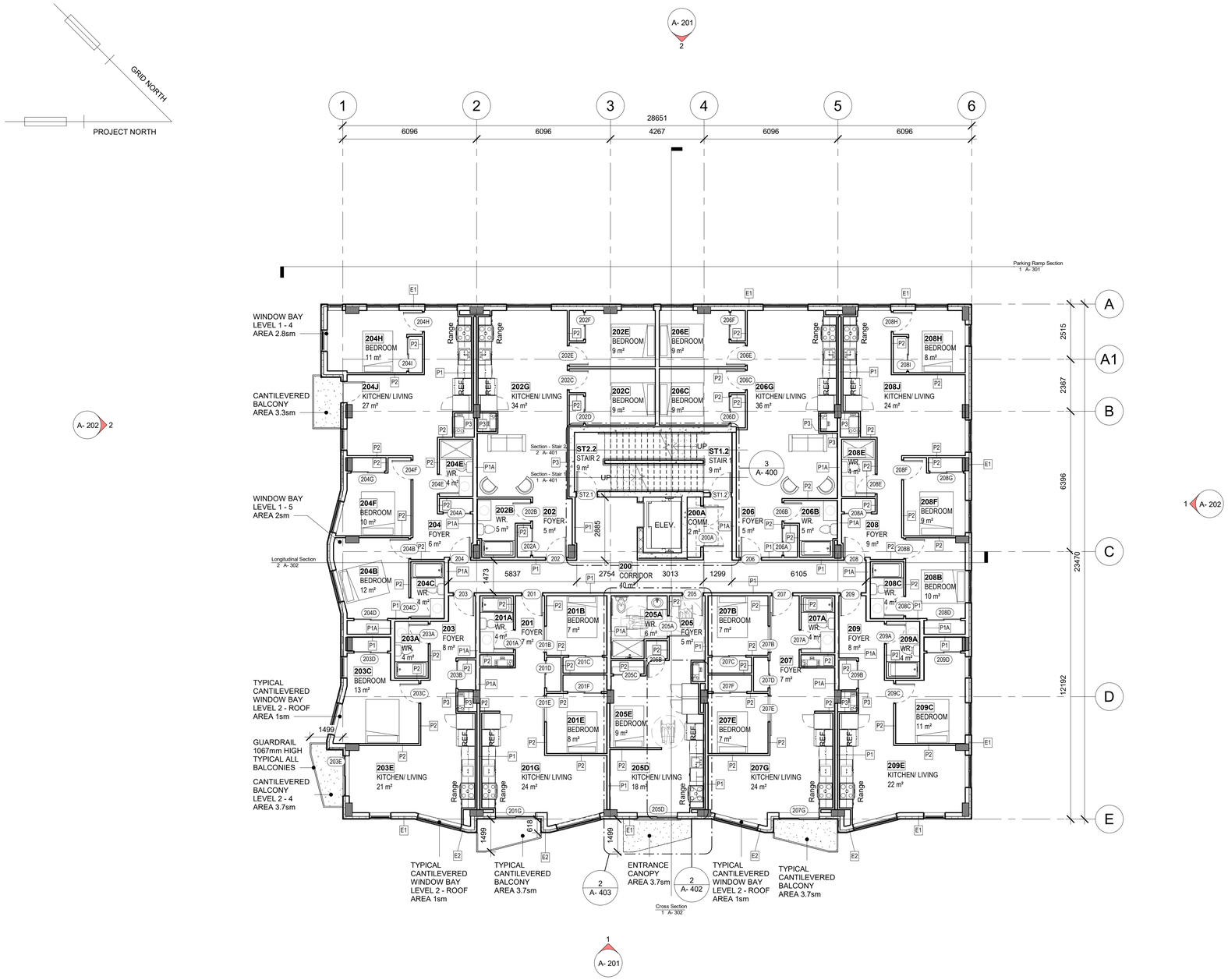
2487 MAYNARD ST.

2487 MAYNARD ST., HALIFAX, NS.
LEVEL 1 PLAN

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 101

Scale 1 : 100



1 Level 2
1 : 100

Company 3338951
Nova Scotia Ltd.

MARCO
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5	FOR REVIEW	2021.02.05
3	FOR REVIEW	2021.01.22
2	UNIT REVIEW	2021.01.19
1	FOR REVIEW	2021.01.15

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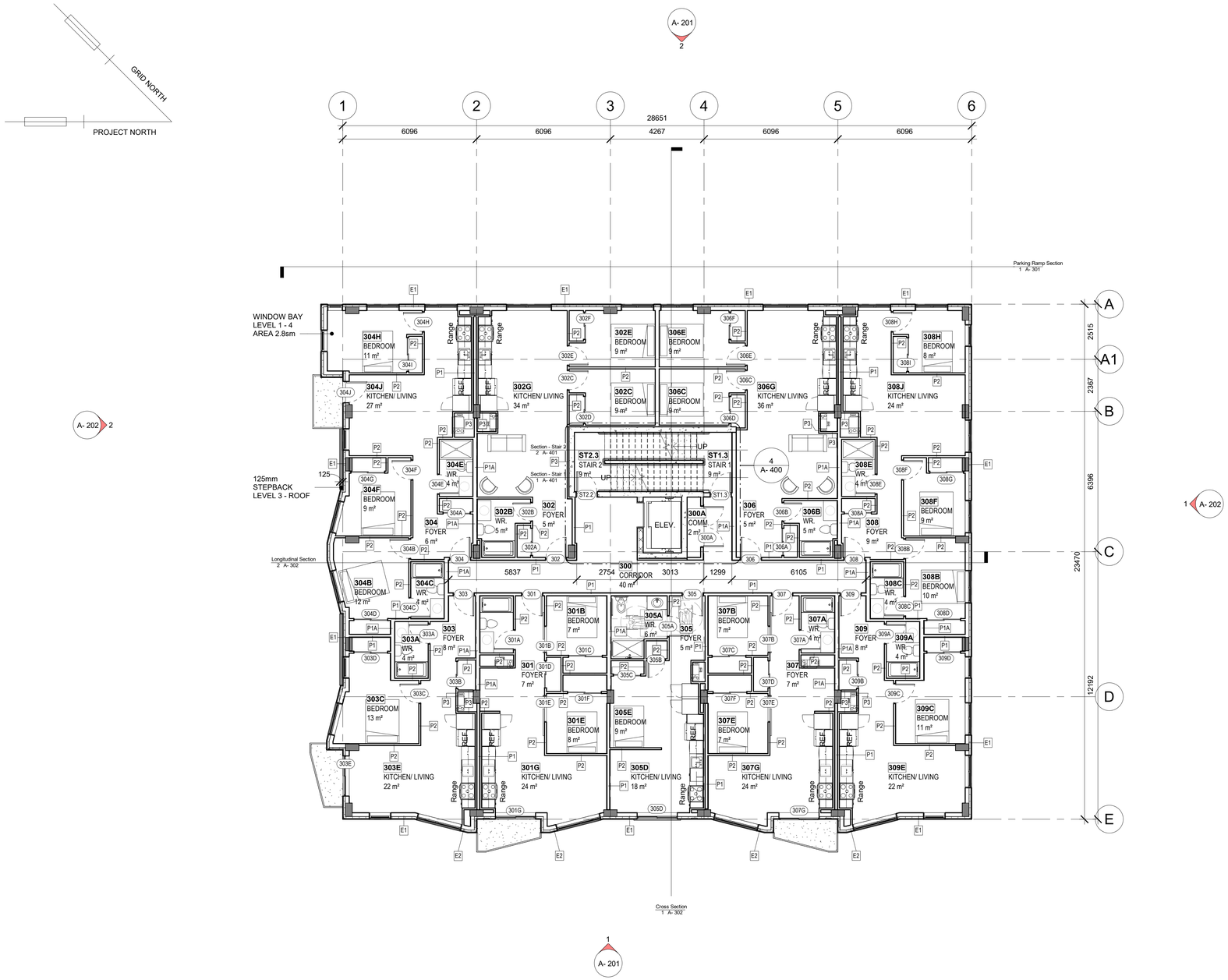
2487 MAYNARD ST.

2487 MAYNARD ST., HALIFAX, NS.
LEVEL 2 PLAN

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 102

Scale 1 : 100



1 Level 3
1 : 100

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Nova Scotia Ltd.

MARCO
BUILDERS OF ATLANTIC CANADA

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3	FOR REVIEW	2021.01.22
2	UNIT REVIEW	2021.01.19

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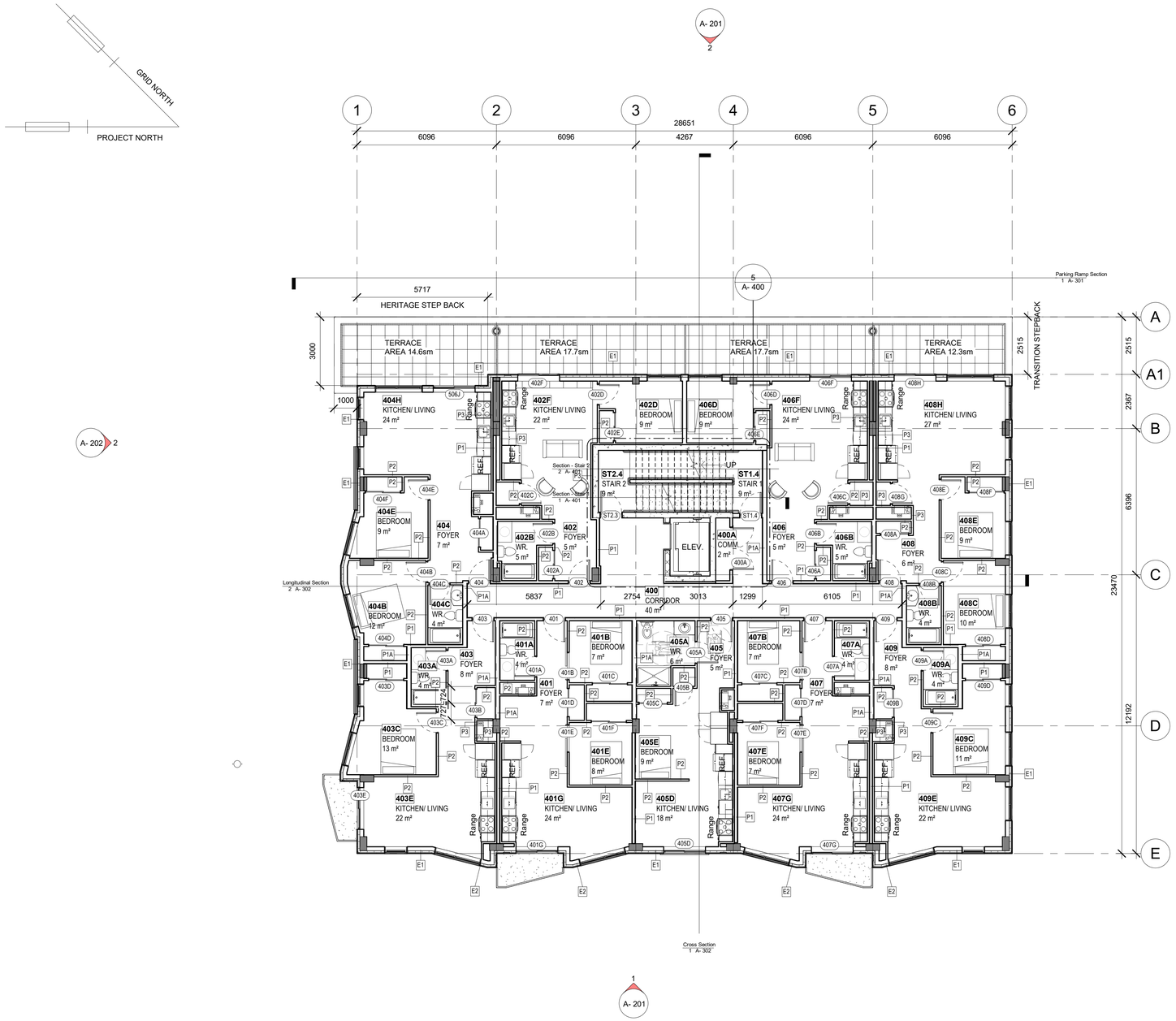
2487 MAYNARD ST.

2487 MAYNARD ST., HALIFAX, NS.
LEVEL 3 PLAN

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 103

Scale 1 : 100



1 Level 4
1 : 100

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MARCO
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20	SITE-PLAN PRE-APP	2021.07.06
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3	FOR REVIEW	2021.01.22
2	UNIT REVIEW	2021.01.19
1	FOR REVIEW	2021.01.15
No.	Description	Date

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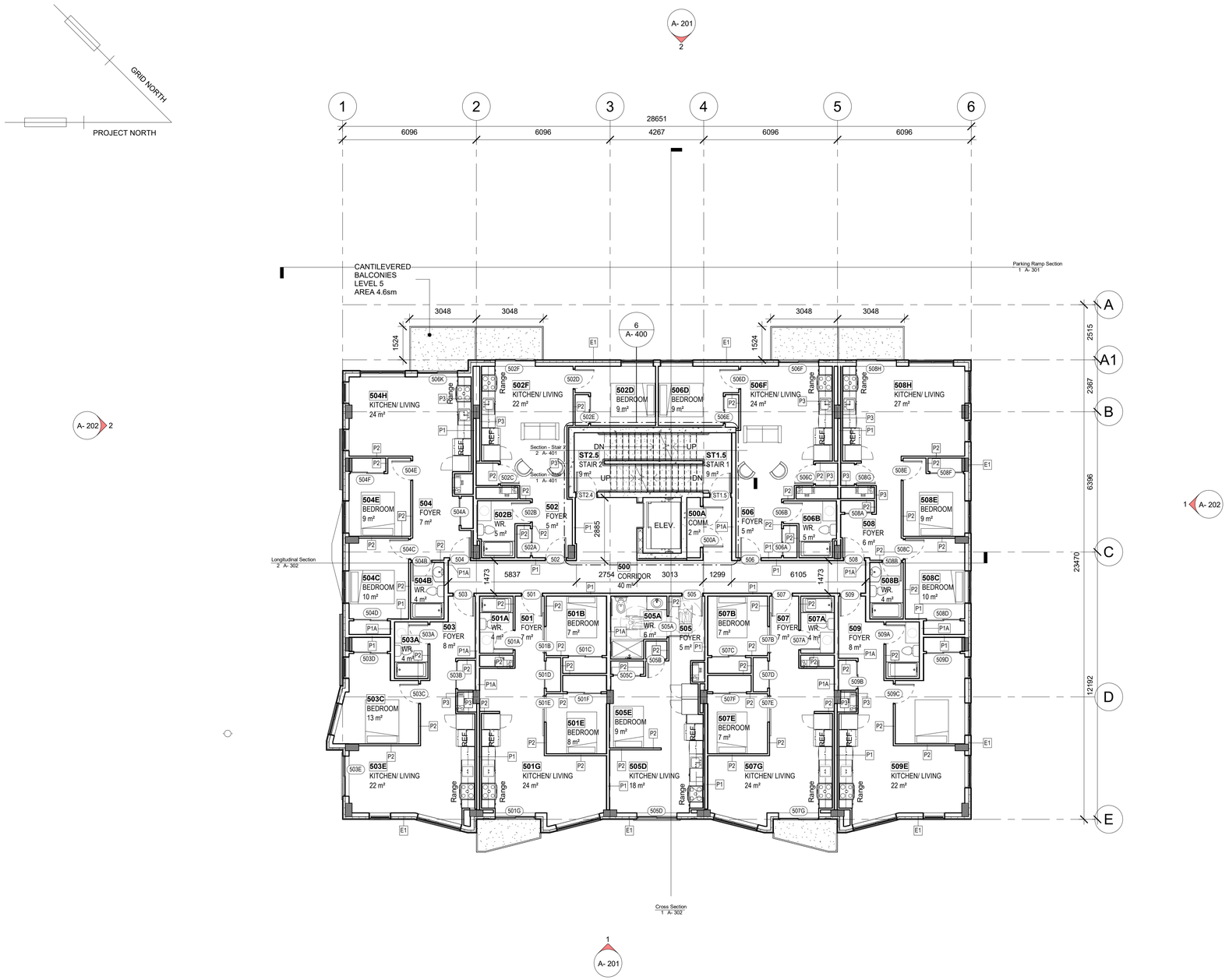
COMPANY 3338951 Nova Scotia Ltd.
2487 MAYNARD ST.

2487 MAYNARD ST., HALIFAX, NS.
LEVEL 4 PLAN

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 104

Scale 1 : 100



1 Level 5
1 : 100

Company 3338951
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MARCO
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3	FOR REVIEW	2021.01.22
2	UNIT REVIEW	2021.01.19

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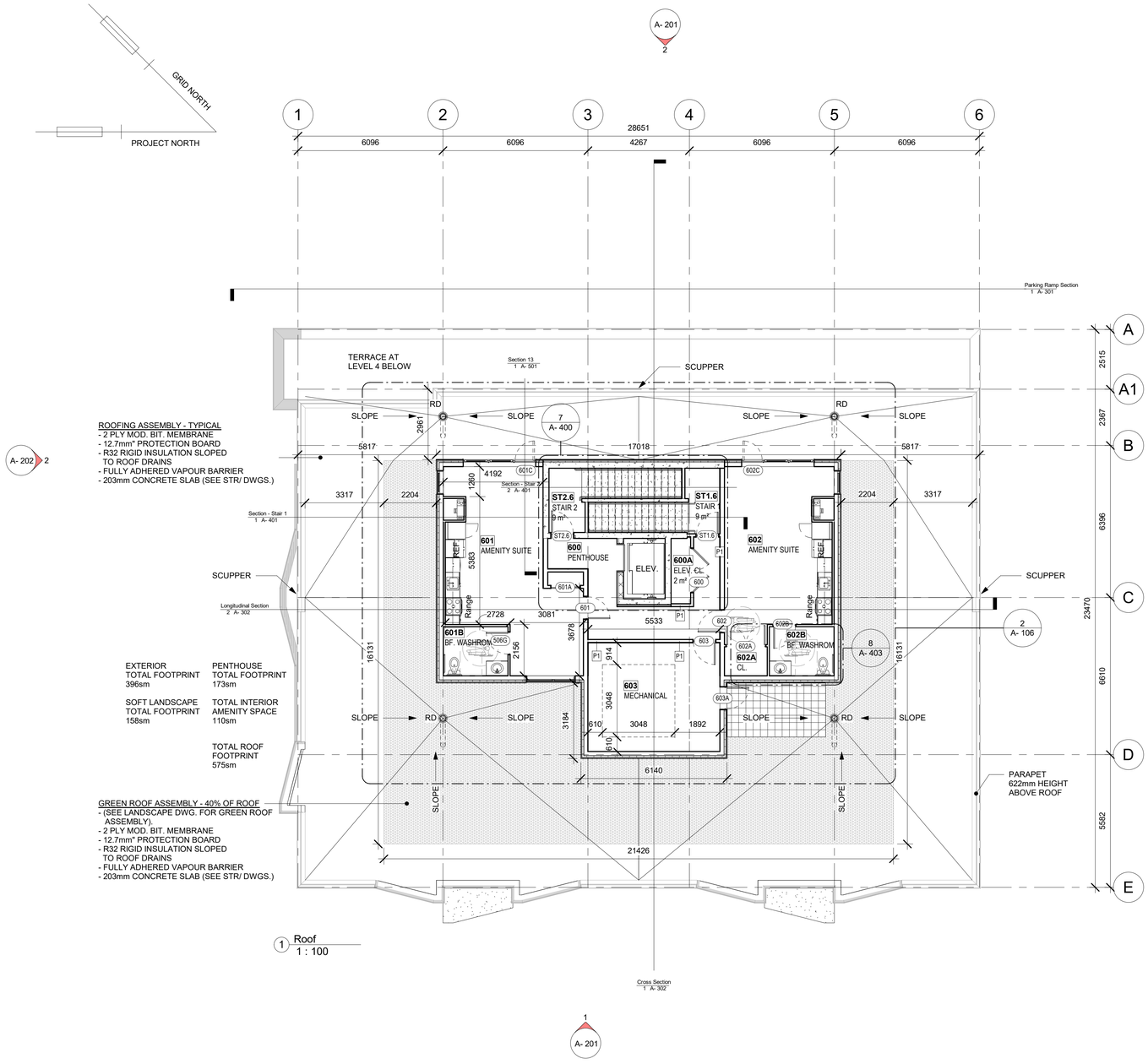
COMPANY 3338951 Nova Scotia Ltd.
2487 MAYNARD ST.

2487 MAYNARD ST., HALIFAX, NS.
LEVEL 5 PLAN

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 105

Scale 1 : 100



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1	FOR REVIEW	2021.01.15

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COMPANY 3338951 Nova Scotia Ltd.
2487 MAYNARD ST.

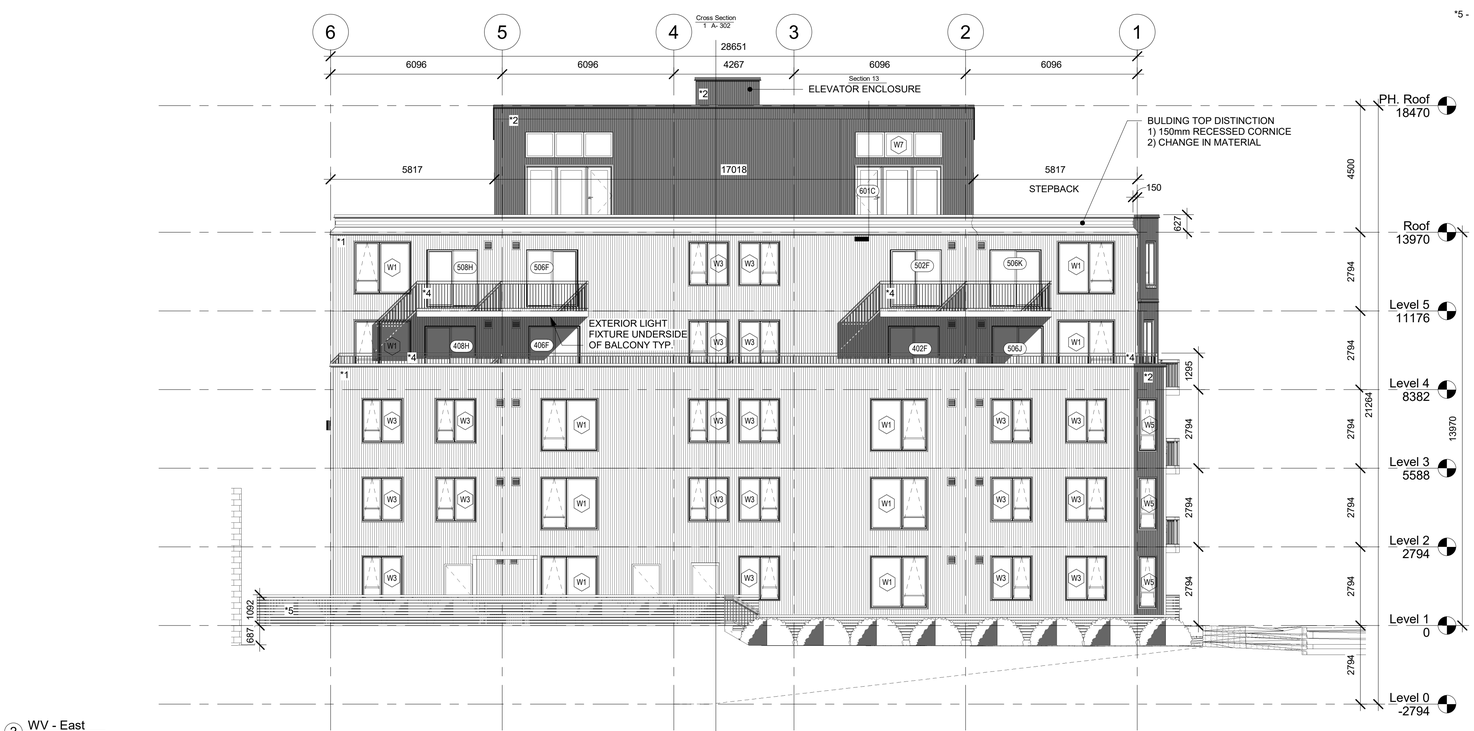
2487 MAYNARD ST., HALIFAX, NS.
ROOF PLAN

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 106

Scale 1 : 100

1 WV - West
1 : 100



2 WV - East
1 : 100

*1 - VICWEST 7/8" CORRUGATED PROFILE PRE-FINISHED METAL SIDING COLOUR 1 - 56069 BONE WHITE

*2 - VICWEST 7/8" CORRUGATED PROFILE PRE-FINISHED METAL SIDING COLOUR 2 - 56072 CHARCOAL

*3 - PRE-FINISHED METAL FLASHING TYPICAL AT WINDOWS ON STREET FACING EXTERIOR WALLS WINDOW ACCENT COLOURS - TBD

*4 - 1067mm HIGH PRE-FINISHED METAL GUARDRAIL VERTICAL BALLISTERS

*5 - HORIZONTAL WOOD PRIVACY FENCE

Company 3338951
Nova Scotia Ltd.

MARCO
BUILDERS OF ATLANTIC CANADA

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2	UNIT REVIEW	2021.01.19
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No.	Description	Date

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COMPANY 3338951 Nova Scotia Ltd.
2487 MAYNARD ST.

2487 MAYNARD ST., HALIFAX, NS.

ELEVATIONS

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 201

Scale As indicated

1 WV - South
1 : 100

2 WV - North
1 : 100

*1 - VICWEST 7/8" CORRUGATED PROFILE
PRE-FINISHED METAL SIDING
COLOUR 1 - 56069 BONE WHITE

*2 - VICWEST 7/8" CORRUGATED PROFILE
PRE-FINISHED METAL SIDING
COLOUR 2 - 56072 CHARCOAL

*3 - PRE-FINISHED METAL FLASHING
TYPICAL AT WINDOWS ON STREET
FACING EXTERIOR WALLS
WINDOW ACCENT COLOURS - TBD

*4 - 1067mm HIGH PRE-FINISHED METAL
GUARDRAIL VERTICAL BALLISTERS

*5 - HORIZONTAL WOOD PRIVACY
FENCE

Company 3338951
Nova Scotia Ltd.

MARCO
BUILDERS OF ATLANTIC CANADA

General Notes:
All levels and dimensions are to be checked on site by the contractor prior to fabrication, and any discrepancies must be reported immediately to the Architect.
All dimensions are to be read off this drawing and NOT scaled.
All work ro be executed in strict accordance with the by-laws and regulations of the local authorities and in accordance with Building Construction Standards.
All work to conform to applicable standards as referenced within the master specifications or as indicated in the drawing.
Where indicated / required, all drawings are to be read inconjunction with all other documents issued.
This drawing is only to be used for obtaining Local Authority Consents and should not be used for any other purpose unless otherwise stated on drawing.

CAMPBELL COMEAU
ENGINEERING LIMITED
CONSULTING ENGINEERS
2719 GLADSTONE STREET
SUITE 110 HALIFAX, N.S. B3K 4W6
Tel: 429-5454 Fax: 444-3099
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Consulting Engineers
HALIFAX NS
902-222-5364
WWW.MLENGINEERING.CA

BY + LARGE
STUDIOS

SDMM
lectec engineering

No.	Description	Date
20	SITE-PLAN PRE-APP	2021.07.06
19	DEVELOPMENT APPROVALS	2021.06.18
16	66% REVIEW	2021.05.04
15	COORDINATION	2021.04.30
9	HRM SITE PLAN	2021.03.08
8	FOR REVIEW	2021.02.25
7	FOR REVIEW	2021.02.17
5	FOR REVIEW	2021.02.05

NOT FOR CONSTRUCTION

7071 Bayers Rd. Suite 3004
Halifax, NS B3L 2C2
Phone: (902) 444-0555
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harveyARCHITECTURE

COMPANY 3338951 Nova Scotia Ltd.
2487 MAYNARD ST.

2487 MAYNARD ST., HALIFAX, NS.
ELEVATIONS

Project Number	21001
Date	2021.03.08
Drawn By	SMA
Checked By	MAH

A- 202

Scale: As indicated

The Nook MAYNARD ST.

DESIGN RATIONALE

Submitted by Harvey Architecture
On behalf of Company 3338951 Nova Scotia Ltd.

TABLE OF CONTENTS

PROJECT BRIEF

Land Use Bylaw (LUB):	Centre Plan Package A LUB
Lot:	MS-1R - PID: 00149526
New Building:	Multi Unit Residential
Owner:	Company 3338951 Nova Scotia Ltd.
Zone:	HR-1 (Higher Order Residential 1)
Foot Print Area:	646m² (Main Floor)
Total Gross Floor Area:	3,250m²
Building Height:	14.0m
Front & Flanking Yards North & West:	1.5m
Side Yard East:	2.5m
Transition Yard East:	6.0m
Back Yard South:	3.0m
Transition Stepback:	Height 10m (2.5m Stepback)
Max. Building Dimension:	64.0m
Special Areas:	N/A
View Terminus:	N/A
Pedestrian Orientated Commercial Streets:	N/A
Shadow Impact:	N/A
Proposed Land Use:	Multi-unit dwelling use

PROPOSAL

Harvey Architecture on behalf of the owner is submitting a site plan approval application for a new multi-unit apartment building at the corner of Charles St. and Maynard St. The proposed building site is not part of any heritage districts. The site abuts a registered historical property located at 2500 Creighton St. No easements, restrictive covenants or other encumbrances affect the lot.

DESIGN

The proposed building articulation and geometry has been derived from examining precedent buildings of a similar typology with regard to use and orientation to the street. The facade has been articulated through the use of projecting window bays similar to the Coburg Apartments located at 1403 Robie St. (see image 1.). The exterior expression of window bays help to break up the streetwall along Maynard St. allowing for a more human scale orientation to the public sidewalk. The interior quality of these window bays allows residents to engage with the street by providing oblique viewing angles up and down Maynard St. Balconies transect the window bays that are afforded privacy by the nature of the angled bays orienting away from the adjacent unit. Building articulation along Charles St. makes use of projections that step down in height from Maynard St. towards Creighton St. to create a transition of scales to the single unit residential fabric of Creighton St. Inspiration for the projections along Charles St. come from the character of window bays and entrance vestibules that are typical of the traditional houses located on Creighton St. abutting the property to the rear. (see image 2.).

Image 1. Maynard St. Facade

Image 2. Charles St. Facade

PART VI: APPLICABLE DESIGN REQUIREMENTS & RATIONALE

Chapter 2: At-Grade Private Open Space Design Requirements

Section 115 At-grade private open spaces with a contiguous area of 15 square meters or greater, and dimensions of not less than 3.0 meters by 5.0 meters shall: (a) provide (i) barrier-free access, and (ii) permanent seating; and (b) provide one or more of the following materials for groundcover (i) vegetation, (ii) brick pavers, stone pavers, or concrete pavers, or (iii) wood, excluding composites.

Rationale: Barrier free access is provided from Maynard St. along the south elevation of the building as well as access from corridors interior to the building. Permanent seating will be installed and groundcover will consist of a combination of vegetation and concrete pavers. (see drawings for additional detail)

Section 116 Section 116 At-grade private open spaces with a contiguous area of 15 square meters or greater, and dimensions of not less than 3.0 meters by 5.0 meters shall offer weather protection to its users through at least one of the following (Diagram 7): (a) a new deciduous tree that is not a shrub or the retention of an existing tree that is not a shrub with a minimum base caliper of 100 millimetres; (b) canopies or awnings on abutting façades; (c) recessed entrances of abutting façades; (d) cantilever(s) of a building on the same lot; or (e) structures such as gazebos, pergolas, or covered site furnishings

Rationale: Weather protection shall be offered trough the use of a pergola build over site furnishings (see drawings for additional detail)

Section 119 At-grade private open spaces which are 2.5 meters deep or greater, as measured perpendicularly from the streetline, and which are located between the streetline and a grade-related unit, shall provide privacy for the residential units by using a minimum of one of the following elements per grade-related unit (Diagram 8): (a) a deciduous tree that is not a shrub with a minimum base caliper of 50 millimetres; (b) a minimum of two shrubs, each no less than 1.0 metre in height; (c) planters ranging in height from 0.25 to 1.0 meters; or (d) masonry walls ranging in height from 0.25 to 1.0 meters.

Rationale: Grade related units are provided privacy through the use of planters and walls.

Section 120 Walkways within at-grade private open spaces shall be hard-surfaced, excluding asphalt.

Rationale: All walkways, stairs and ramps are to be cast in place concrete leading to the building entrance as well as individual grade related dwelling units.

Chapter 3: Building Design Requirements

Section 121 Streetwalls shall be divided into distinct sections no less than 0.3 meters in width and not exceeding 8 meters in width, from the ground floor to the top of the streetwall, with each section differentiated by using at least two of the following (Diagram 9): (a) colour(s); (b) material(s); or (c) projections and recesses not less than 0.15 meters in depth.

PART VI: APPLICABLE DESIGN REQUIREMENTS & RATIONALE

Section 128 For grade-related unit uses in the streetwall, between 25% and 80% of the building's ground floor façade dedicated to grade-related unit uses shall consist of clear glass glazing.

Rationale: All ground floor glazing will consist of clear glass glazing.

Section 129 Where a ramp for barrier-free access is provided between a streetwall and a sidewalk, no portion of the access ramp shall exceed a width of 2.0 meters and depth of 2.0 meters.

Rationale: Barrier free access ramp between the sidewalk and the building streetwall does not exceed a width or depth of 2.0 meters.

Section 130 (1) Subject to Subsection 130(2), where entrances for commercial uses or multi-unit dwelling uses are proposed in the streetwall, weather protection for pedestrians shall be provided above the entrances and shall consist of at least one of the following (Diagram11): (a) canopies; (b) awnings; (c) recessed entrances; or (d) cantilevers.(2) Subsection 131(1) shall not apply to the entrances of grade-related units

Rationale: Weather protection above grade-related entrances is provided by cantilevered window bays and balconies. The main entrance is protected by a recess in the streetwall and a canopy.

Section 131 Exterior foundation walls and underground parking structures the height of which exceeds 0.6 meters above grade shall be clad in a material consistent with the overall design of the same exterior façade.

Rationale: All exterior foundation walls and underground parking structures exceeding 0.6 meters above finished grade will be clad in consistent materials.

Section 132 (1) Subject to Subsection 132(2), a portion of the top third of a building shall be differentiate from lower portions of the same building, by using two or more of the following (Diagram 12): (a) colour(s); (b) material(s); and (c) projections and recesses not less than 0.15 meters in depth. (2) The minimum height of the differentiated portion shall be no less than: (a) 0.5 meters in height for a low-rise building or mid-rise building; (b) 1.0 meters in height for a tall mid-rise building; and (c) 3.0 meters in height for a high-rise building

Rationale: Building Top Distinction accomplished using a .15m recessed portion extending 627mm from the top of the building and a change in material. (see drawings for details)

Section 133 Penthouses shall be visually integrated into the overall design of the building.

Rationale: Cladding materials are consistent with the overall building design. The penthouse has been set back from the roof edge so as to conceal it from the view of pedestrians at the immediate streetline.

Section 134 Rooftop mechanical features shall be visually integrated into the design of the building and concealed from the public view at the streetline.

Rationale: Mechanical equipment will be set back from the roof edge so as to conceal it from the view of pedestrians at the immediate streetline.

Chapter 5: Heritage Conservation Design Requirements

Section 147 The podiums or streetwalls of new developments in a heritage context shall maintain the same or similar cornice line height established by abutting registered heritage buildings, except where the maximum streetwall height permitted under the Land Use By-law is lower than the cornice of the registered heritage buildings.

Rationale: Cornice line of heritage property is matched at the proposed buildings third level. Cornice detail matches the high cornice on the proposed building. (See North elevation A-202).

Section 148 Subject to Subsection 93(4), any portions of new developments in a heritage context that are taller than the cornice line of an existing abutting registered heritage building shall be stepped back from the streetwall (Diagram 14).

Rationale: The proposed buildings North facade steps back at the cornice line of the heritage building. The heritage cornice line projected onto the proposed building has been established at the third level. Above the cornice element the remaining levels stepback. (See Level 3 floor plan A-103 and Elevations A-202).

Section 149 Where a detached building constitutes a new development in a heritage context and where it abuts the same streetline as the registered heritage building, any portions of the new development that are taller than the cornice line of the registered heritage building shall be stepped back 3 meters on the side that abuts the heritage building (Diagram 15).

Rationale: The East elevation of the building abutting the heritage property steps back 3 meters for the full depth of the heritage property. (see Elevations A-201 / A-202 and Level 4 floor plan A-104).

Section 150 Architectural elements of existing abutting registered heritage buildings shall be used as a reference in the design of new development in a heritage context, by: (a) Incorporating articulation established by vertical and horizontal architectural elements of the registered heritage buildings (i.e. columns, pilasters, cornice, architectural frieze, datum lines, etc.); (b) Incorporating proportions and vertical spacing of the registered heritage buildings' windows; and (c) Where new development in a heritage context is located at the ground level, maintaining the proportions and transparency of the registered heritage buildings' storefront and façade elements

Rationale: Window bays establish vertical architectural elements on the Creighton St. elevation of the abutting registered heritage property that have been emulated along the Charles St. facade of the proposed building. The recessed cornice that establishes the building top distinction on the proposed building emulates the dental molding cornice and the truncated roof line of the heritage property. The relationship between the grade related elements along Charles St. on the proposed building and the grade related elements along the Creighton St. facade of the heritage building have been maintained in their proportions. (see design intent and diagrams on page 3 and page 5 respectively for further rationale).

Chapter 6: Other Design Requirements

Section 154 The following features shall be illuminated: (a) common building entrances; (b) walkways; (c) accessible at-grade private open space; (d) parking lots; and (e) off-street loading spaces.

Rationale: All applicable features listed as part of section 154 will be illuminated with exterior lighting. See night renderings attached as an appendix to this document.

APPENDIX: RENDERINGS

Corner of Maynard St. and Charles St. Looking South

Maynard St. Approach

Corner of Maynard St. and Charles St. Looking South

Maynard St. Approach

2487 Maynard Street Traffic Impact Statement

April 2021

Prepared for

Servant Dunbrack McKenzie & MacDonald Ltd

JRC consulting

TABLE OF CONTENTS

Prepared by

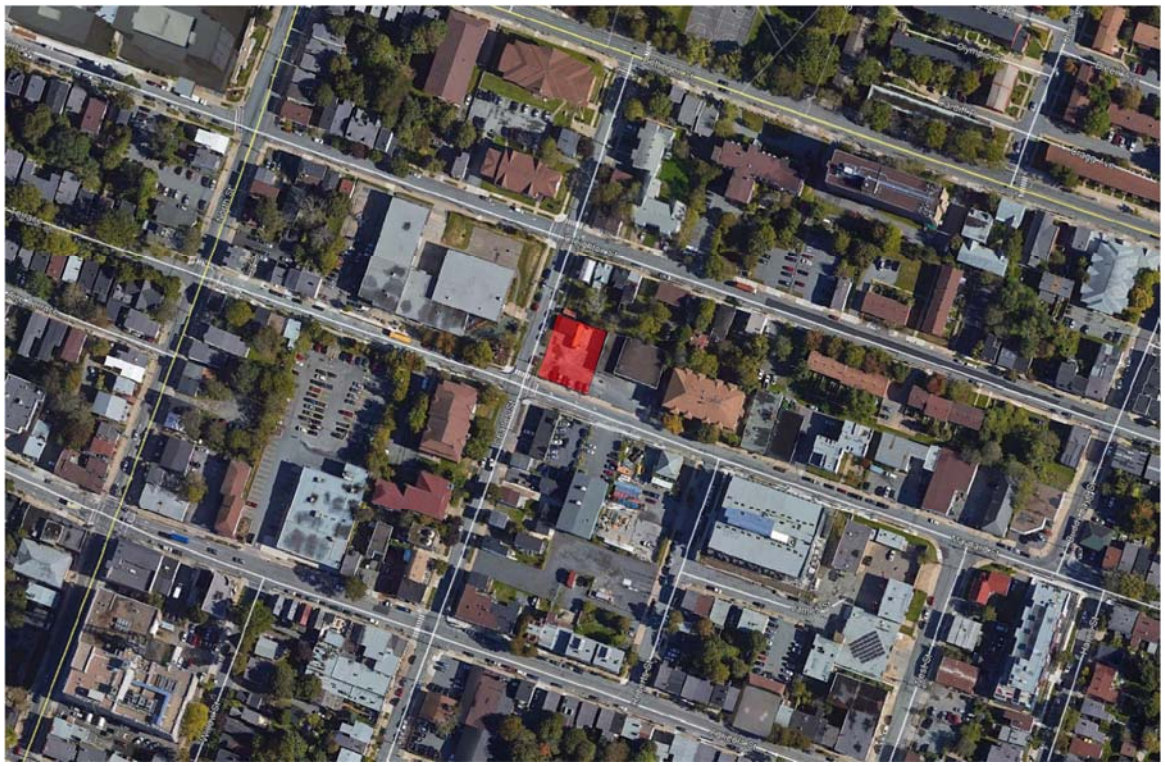
Jeff R. LeBlanc, P.Eng., PMP

1 Introduction

1.1 Background

Servant Dunbrack McKenzie & MacDonald Ltd. (SDMM), on behalf of the owner, is working on a proposal to redevelop a vacant property located at 2487 Maynard Street on the eastern corner of the Maynard Street and Charles Street intersection. Exhibit 1.1 shows the site in red in the context of the surrounding area in Halifax.

Exhibit 1.1 – 2487 Maynard Street in Halifax, Nova Scotia



Source: Google Earth

The existing property is currently vacant with a small shed. In the past there was a commercial building and operation on the site which would have generated vehicle trips.

The proposed 5-storey development will have 44 apartments with a mixture of studio, 1 bedroom, 2-bedroom units and 3-bedroom units. A total of 17 underground parking spaces will be provided with an entrance from Charles Street. Storage space for 18 bicycles will be provided for residents.

Refer to Exhibit 1.2 through 1.9 floor plans for the proposed development in Halifax, Nova Scotia as provided by SDMM and harveyARCHITECTURE and Exhibits 1.10 and 1.11 for photos of the existing property.

Exhibit 1.2 – 2487 Maynard Street Proposed Parking Level

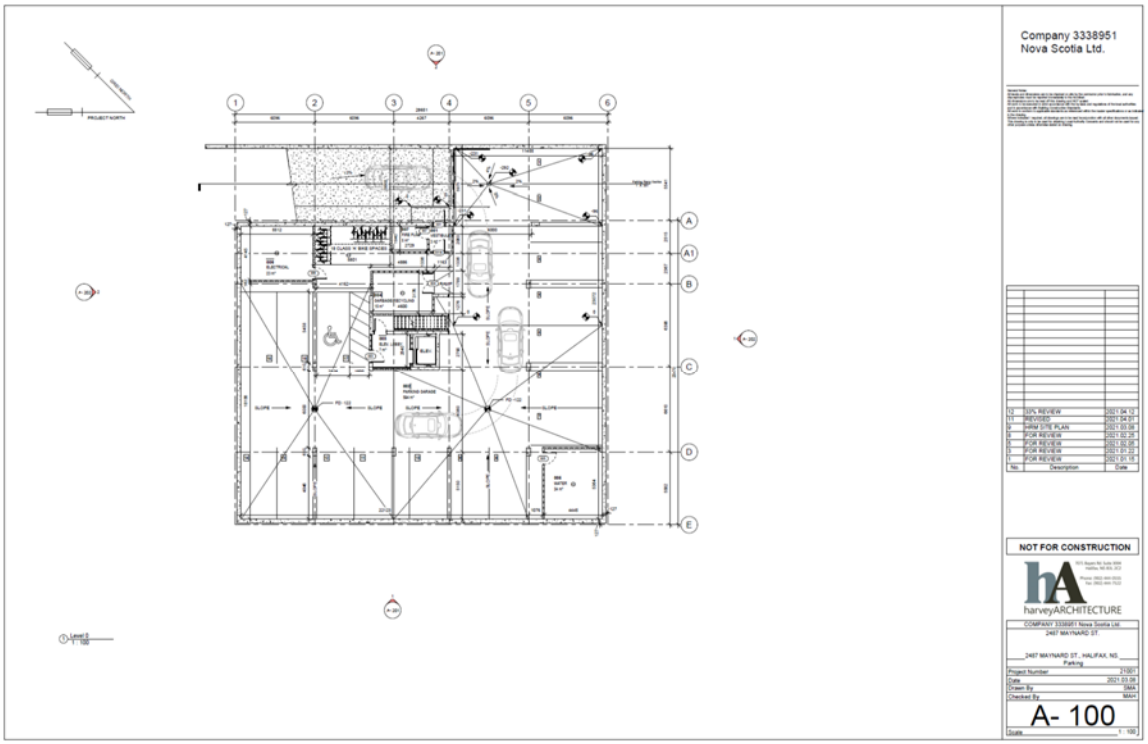


Exhibit 1.3 – 2487 Maynard Street Proposed Level 1

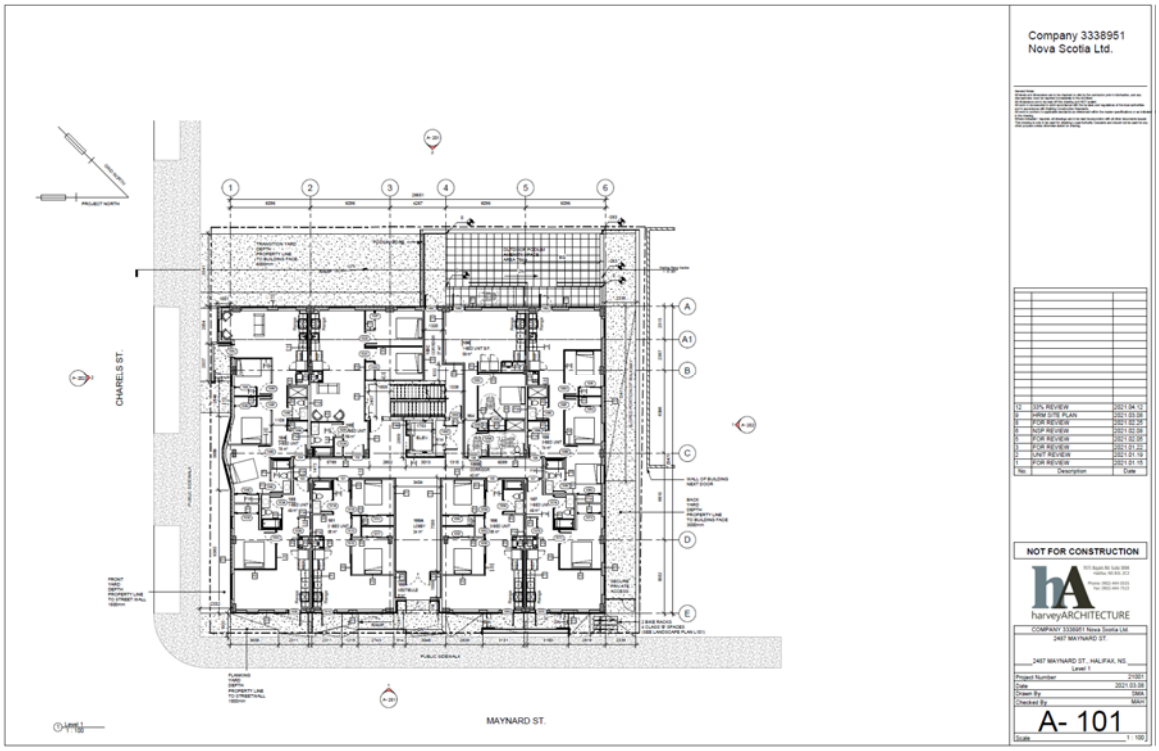


Exhibit 1.4 – 2487 Maynard Street Proposed Level 2

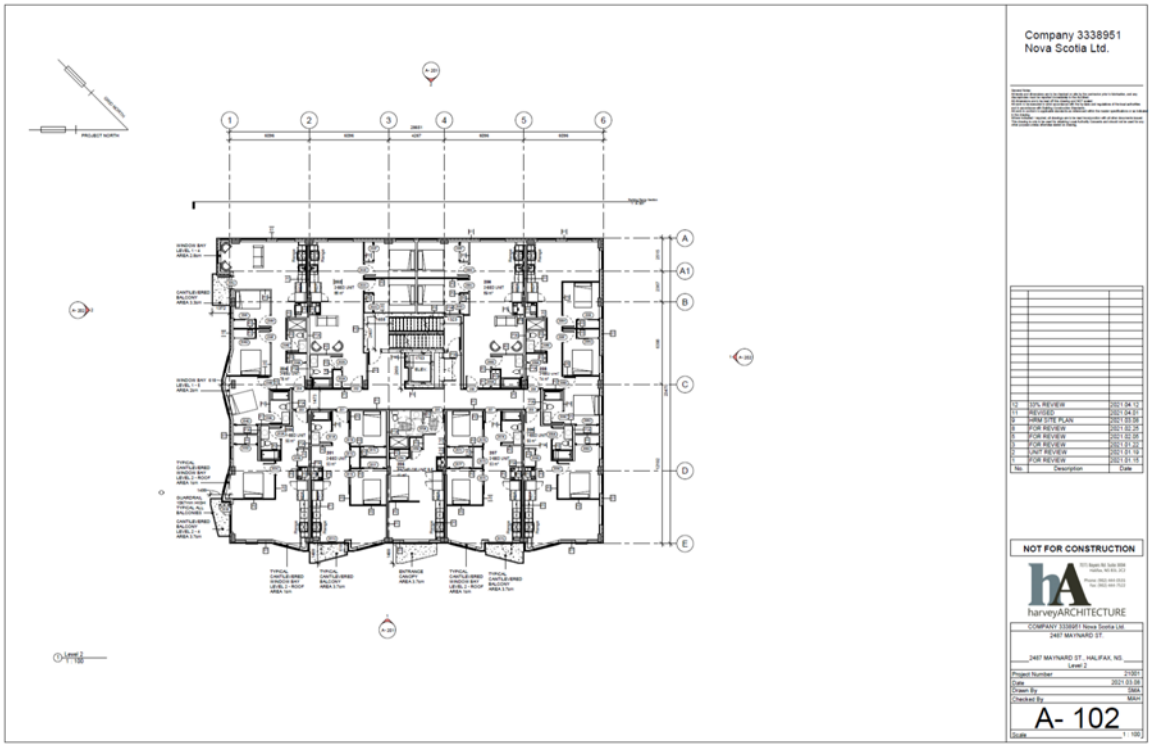


Exhibit 1.5 – 2487 Maynard Street Proposed Level 3

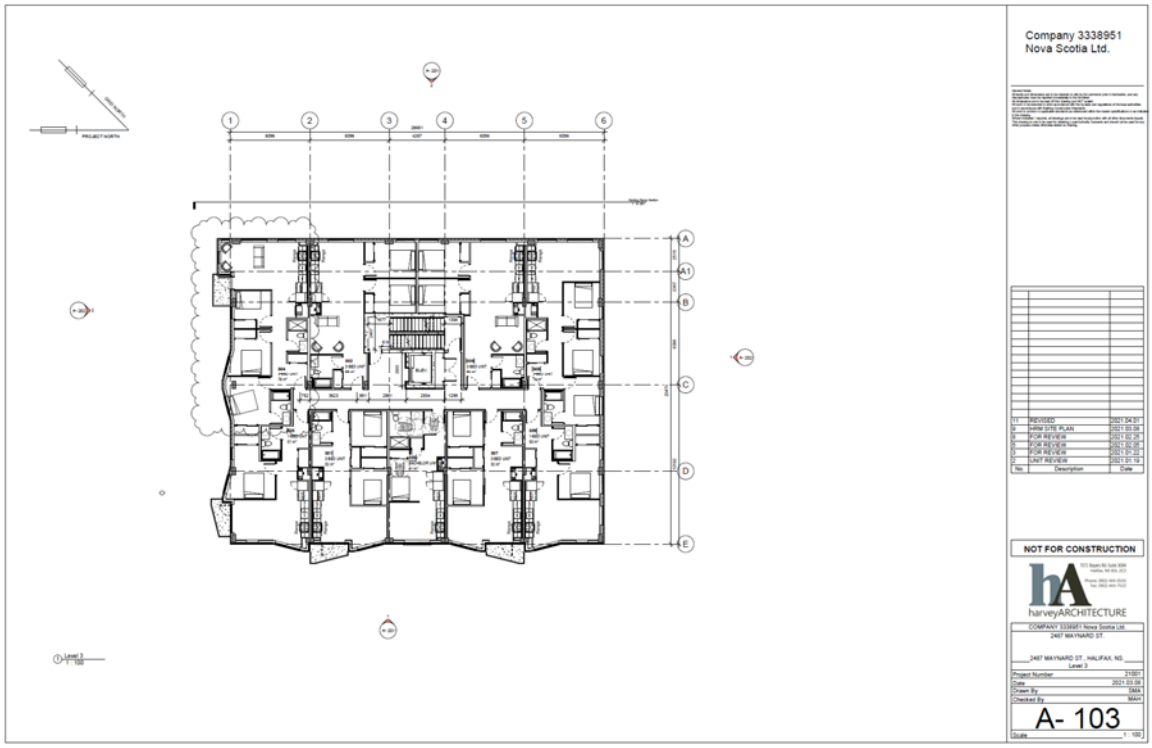


Exhibit 1.6 – 2487 Maynard Street Proposed Level 4

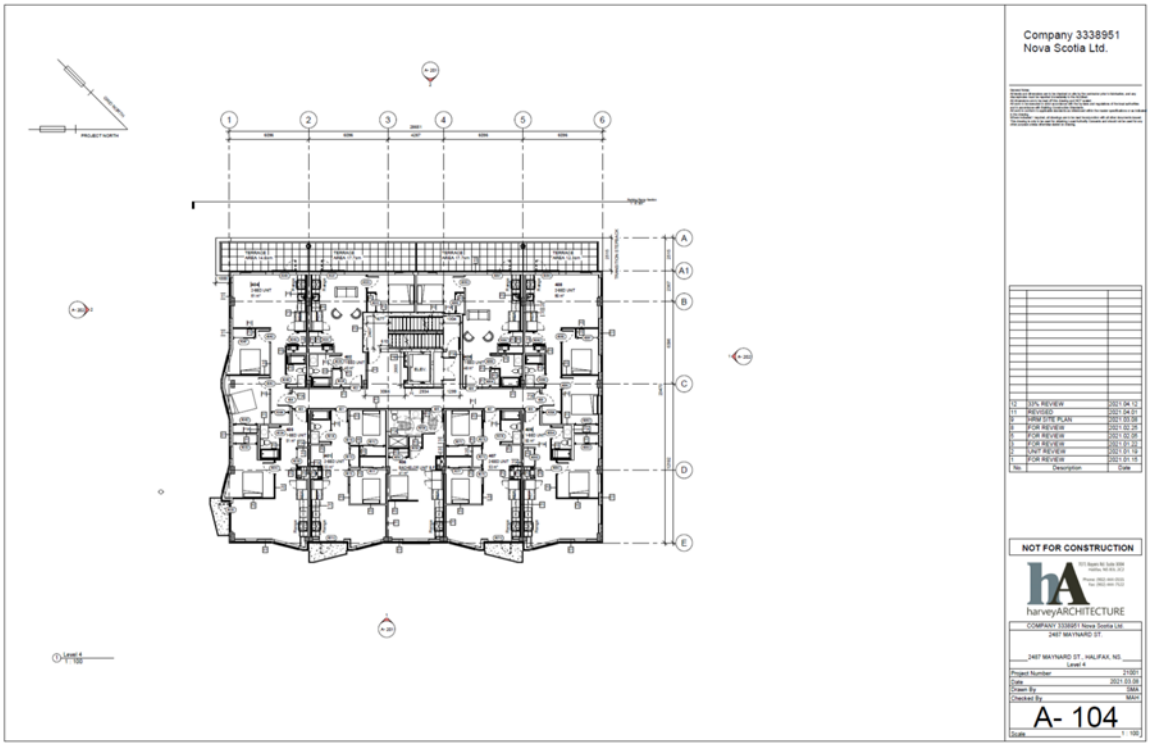


Exhibit 1.7 – 2487 Maynard Street Proposed Level 5

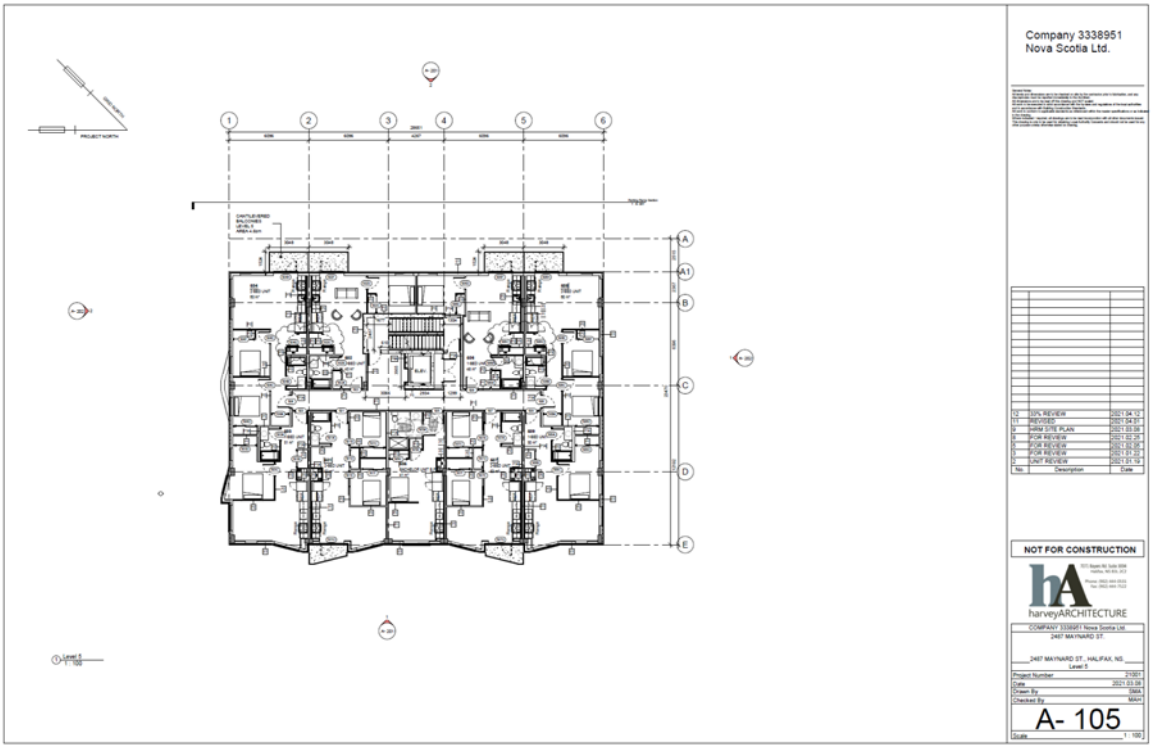


Exhibit 1.8 – 2487 Maynard Street Proposed Elevations East and West

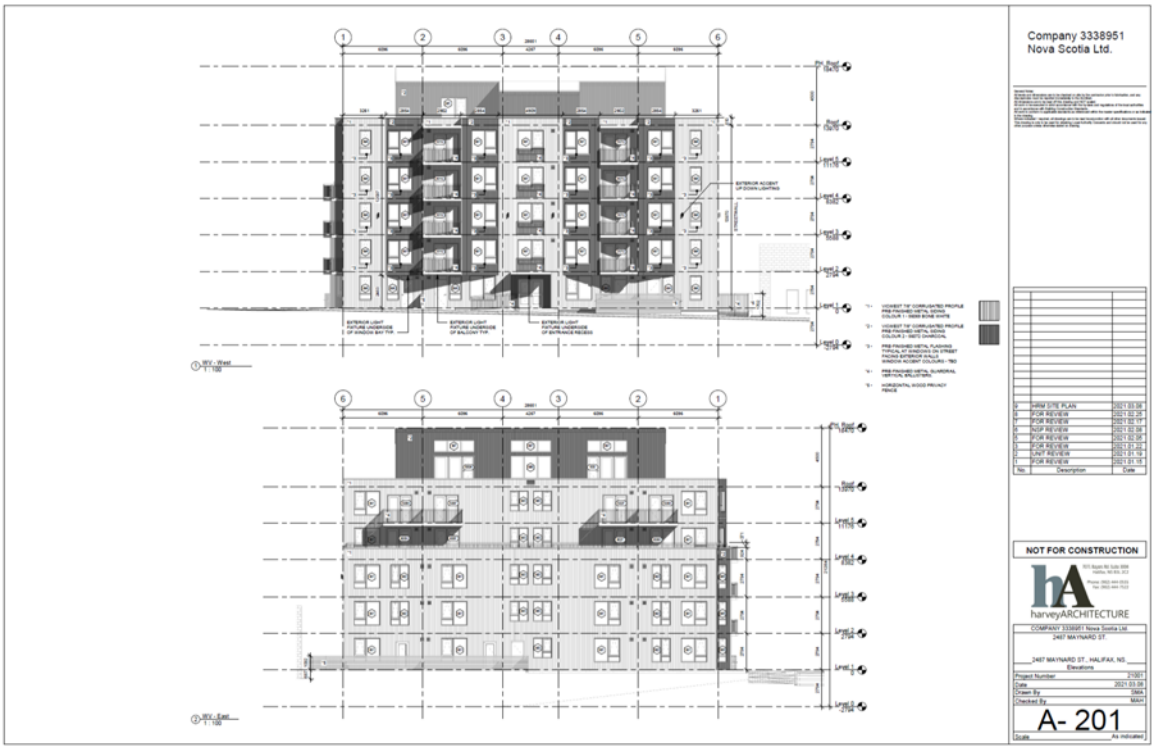


Exhibit 1.9 – 2487 Maynard Street Proposed Elevations North and South

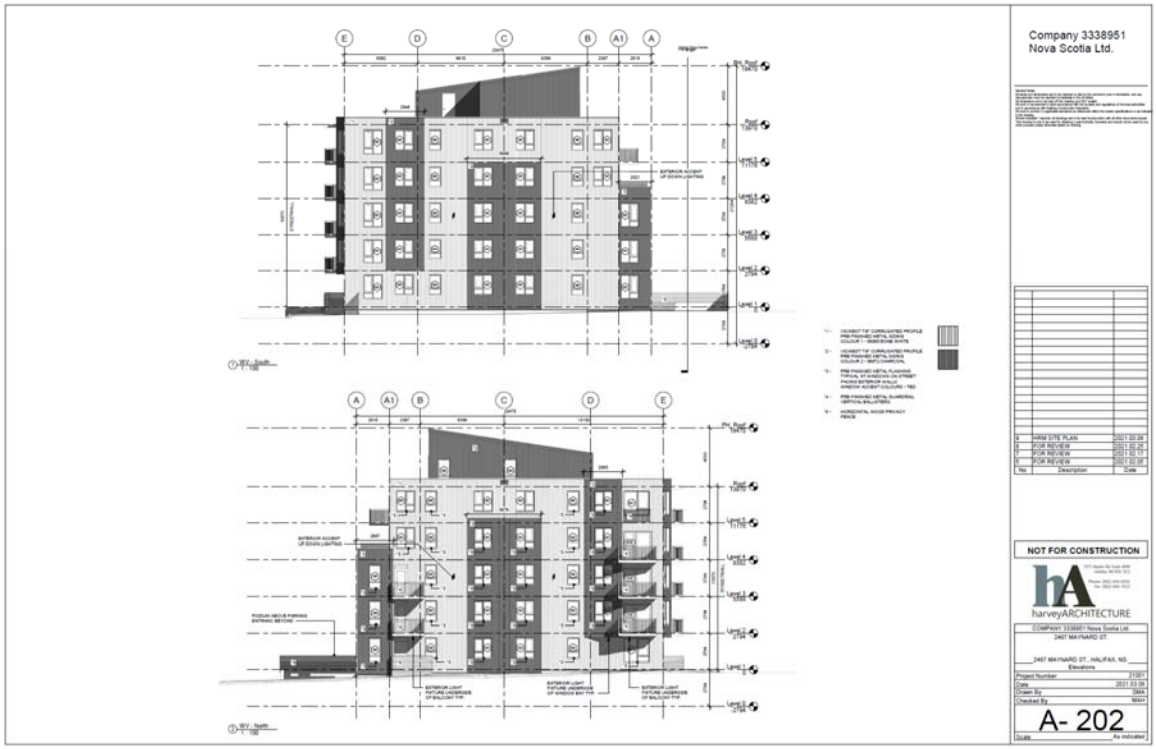
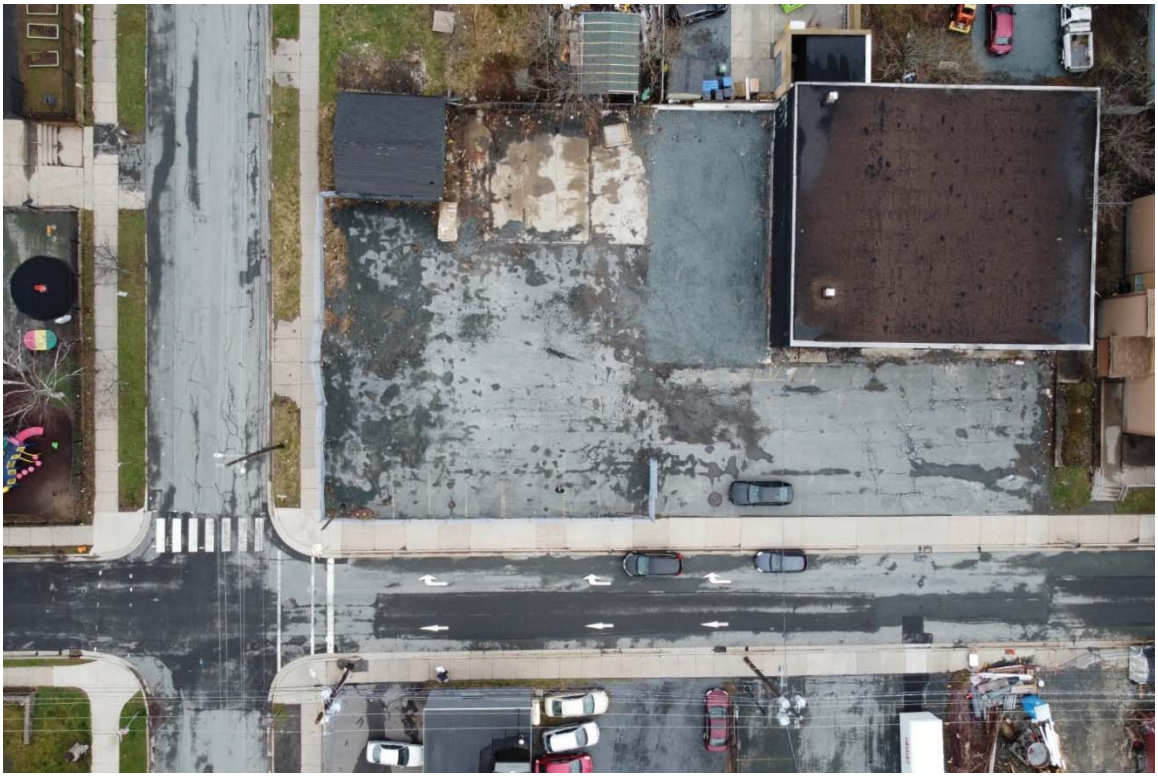


Exhibit 1.10 – 2487 Maynard Street

Exhibit 1.11 – 2487 Maynard Street Aerial View



JRL consulting inc. was retained to prepare a Traffic Impact Statement (TIS) to assess the potential traffic impacts of the proposed development at 2487 Maynard Street.

The purpose of a Traffic Impact Statement is to provide a high level overview of a proposed development including estimates of site-generated traffic along with an initial review of existing traffic counts in the general area of the proposed development. This information will form part of the initial application to HRM which will be reviewed by staff and council. We are pleased to submit this report which summarizes our findings and provides the information required by HRM for review.

2 Existing Traffic Conditions

2.1 Description

The principal routes affected by this proposed development are Maitland Street, Charles Street and Gottingen Street. Exhibit 2.1 summarizes HRM's Characteristics of Street Classes.

Exhibit 2.1 - HRM Characteristics of Street Classes

Characteristic	Arterial Street	Major Collector	Minor Collector	Local Industrial	Local Street
1. Traffic Service Function	First Consideration	Traffic movement primary consideration, land access secondary consideration, some parking	Traffic movement of equal importance with land access, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted
2. Land Access Function	Limited Access with no parking				
3. Range of design traffic average daily volume	More than 20,000	12,000 to 20,000 or more	Up to 12,000	Less than 3,000	Less than 3,000
4. Characteristics of traffic flow	Uninterrupted flow except at signals; w/ pedestrian overpass	Uninterrupted flow except at signals and crosswalks	Interrupted flow	Interrupted flow	Interrupted flow
5. Average running speed in off-peak conditions	50-70 km/hr	40-60 km/hr	30-50 km/hr	15-30 km/hr	15-30 km/hr
6. Vehicle types	All types	All types but trucks may be limited	All types with truck limitation	All types	Passenger and service vehicles, transit buses; large vehicles restricted
7. Connects to	Expressways, arterials, major collectors, minor collectors	Expressways, arterials, major collectors, minor collectors, some locals	Arterials, major collectors, minor collectors, locals	Some major collectors, minor collectors, locals	Some major collectors, minor collectors, locals

Maynard Street is a local street that runs from North Street to Cogswell Street. It becomes Fuller Terrace northwest of North Street. It has a one-way configuration northwest bound through its entire length with one lane in most areas and defined tuning lanes at some intersections. It provides access to a mixture of commercial, retail, residential land uses and a school. On-street parking is available on portions of Maynard Street. There are concrete sidewalks built to HRM specifications throughout its length and the posted speed limit is 50km/hr with a reduction to 30km/hr during school hours.

Charles Street is a local street that runs from just south of Windsor Street to Gottingen Street. It contains single family homes, apartments, a school as well as other commercial land uses. It has a one-way configuration northeast bound from Robie Street to Gottingen Street. On-street parking is provided on portions of Charles Street. There are concrete sidewalks built to HRM specifications throughout its length and the posted speed limit is 50km/hr with a reduction to 30km/hr during school hours.

Gottingen Street is a major collector that follows a general north-south direction from downtown Halifax to the North End. It has one lane in each direction through most of its length. There are dedicated left and right turn lanes from the northern end of Charles Street at Gottingen Street along with a marked crosswalk with overhead actuated lights on Gottingen Street. There are concrete sidewalks built to HRM specifications and the posted speed limit is 50km/hr.

Refer to Exhibit 2.2 for photos of the Study Area around the proposed development.

Exhibit 2.2 – Study Area Photos

Maynard Street looking northwest at Charles Street with proposed development on right

Charles Street looking northeast at Maynard Street with proposed development on right

Maynard Street looking southeast at Charles Street with proposed development on left

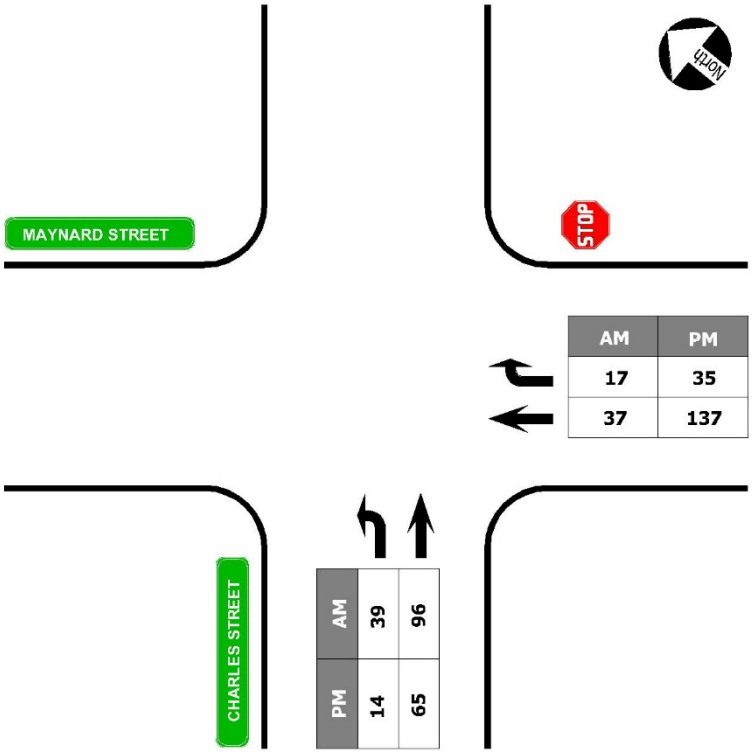
Charles Street looking southwest at Maynard Street with proposed development on left

Charles Street at Gottingen Street looking northeast

2.2 Existing Traffic Volumes

We completed a site review of the proposed redevelopment and analyzed the existing transportation network in the general area. HRM completed AM and PM peak hour manual turning movement counts at the Maynard Street/Charles Street intersection in June 2015. These counts provide an estimate of traffic on Maynard Street and Charles Street in front of the proposed development. We added an annual background growth rate of 2% to estimate the current traffic in 2021 as summarized in Exhibit 2.3.

Exhibit 2.3 – Maynard Street at Charles Street Estimated Existing Traffic 2021



2.3 Existing Trip Distribution

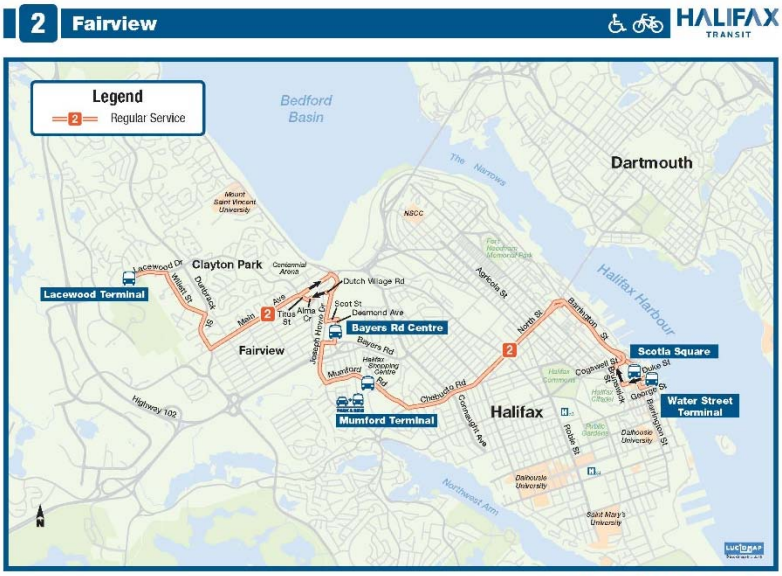
HRM counts at the Maynard Street at Charles Street intersection provide an accurate picture of current trip distribution in the study area and we expect that traffic generated by the proposed apartment building to follow similar patterns. In the AM peak hour the majority of traffic is heading south to downtown Halifax and this flow reverses in the PM peak hour as vehicles exit the downtown core area. The one way configuration of Maynard Street and Charles Street dictates traffic flow to and from the proposed development. All traffic will enter from Charles Street in a northeast direction turning right and traffic exiting will also turn right in the same direction to Gottingen Street or Creighton Street which is also a one way street running southeast (opposite of Maynard Street).

2.4 Transit and Pedestrians

The study area is well serviced by Halifax Transit through on key routes 2 and 3 that provide regular weekday and weekend service and access to the Mumford Terminal and Downtown Halifax. Refer to Exhibits 2.4 and 2.5. There are many other key transit routes on Robie Street and Gottingen Street that are in walking distance to this proposed development.

There are concrete sidewalks on both sides of Maynard Street and Charles Street and on most streets around the proposed development along with marked crosswalks so the area is well suited for pedestrians.

Exhibit 2.4 – Metro Transit Route 2 Fairview



Effective Date: August 20, 2018

Exhibit 2.5 – Metro Transit Route 3 Crosstown

Effective Date: August 20, 2018

3 Site Generated Traffic

3.1 Trip Generation

The proposed new 5-story building will have 44 residential apartments and underground parking for 17 vehicles as well as parking for 18 bicycles.

We completed trip generation estimates using equations provided in Institute for Transportation Engineer's Trip Generation Manual Tenth Edition.

- ITE Land Use 221 Multifamily Housing (Mid-Rise)

"Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors)." The unit of measurement for average vehicle trip ends is dwelling units.

Exhibit 3.1 – Estimated Site Generated Traffic Volumes at Agricola and Maynard Apartments

LAND USE	QUANTITY	AM PEAK			PM PEAK		
		TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
Apartments	44	15	26%	74%	20	61%	39%
			4	11		12	8
TOTAL		**15**	**8**	**11**	**20**	**12**	**8**

The addition of 44 residential units at this location has the potential to reduce traffic entering the Halifax Peninsula in this urban infill scenario as the location is close to downtown Halifax which will promote use of transit, cycling and walking for its residents who work in the downtown core. The location is well served by transit and we expect that actual trips generated may be less than those estimated by the ITE rates for a mid-rise apartment building.

3.2 Site Access

The driveway to the underground parking level will be located on Charles Street at the northern edge of the property. In our site review we noted an existing driveway cut just south of the proposed new driveway for the development. With a school across the street and the one-way configuration of Charles Street and on-street parking we expect speeds to be relatively low here. Vehicles exiting the property can only turn right so that reduces vehicle conflict points. Vehicles parking on the east side of Charles Street in front of the proposed apartment building close to the proposed driveway may impact sight lines so we recommend that on-street parking in front of the development be reviewed by HRM with parking restricted just south of the new driveway on Charles Street.

SDMM reviewed sight lines for drivers exiting the site for visibility of pedestrians on the sidewalk and drivers will be able to see approximately 10m to the south and over 30m to the north on Charles Street before their vehicle enters the sidewalk so that will provide adequate visibility to ensure vehicles can safely navigate their exit without impacting pedestrians.

4 Conclusions and Recommendations

- This Traffic Impact Statement has provided a high level overview of the proposed development of a property located at 2487 Maynard Street.
- The proposed new 5-story building will have 44 residential apartments and underground parking for 17 vehicles as well as parking for 18 bicycles.
- It includes an estimate of total new site generated trips as well as an analysis of existing traffic volumes in the surrounding area.
- The proposed redevelopment has potential to reduce traffic entering the peninsula if it attracts residents who currently live off the peninsula and work downtown. The close proximity to downtown as well as a key transit routes may reduce the estimated traffic generated by the apartments as provided in this report.
- The site is located close to major transit links and it is in a pedestrian and bicycle friendly area so it fits well with HRM's Active Transportation Program that aims to help residents bike, walk and use other human power ways to move around the city.
- The proposed access to the underground parking in new building will be from Charles Street with no vehicle access from Maynard Street. We recommend that parking on the east side of Charles Street be restricted just south of the new driveway to the underground parking level to maximize sight distance for vehicles exiting the apartment building. Visibility to pedestrians to the north and south from vehicles exiting the site is adequate to ensure safe operations.
- Based on ITE Trip Generation Rates, we estimate that the proposed redevelopment will generate additional net new traffic volumes of **15** vehicles in the AM peak hour and **20** vehicles in the PM peak hour.
- New site generated traffic will follow existing trip distribution patterns along Charles Street and Maynard Street in the AM and PM peak hours.

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

Item No. 8.3
Halifax Regional Council
July 21, 2020
September 22, 2020

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed
For Lois Yorke, Chair, Heritage Advisory Committee

DATE: July 6, 2020

SUBJECT: **Case H00484: Request to Include 2500 Creighton Street, Halifax in the Municipal Registry of Heritage Properties**

ORIGIN

June 25, 2020 special meeting of the Heritage Advisory Committee, Item 9.1.2.

LEGISLATIVE AUTHORITY

Heritage Property Act
s. 14(1) A heritage advisory committee may recommend to the municipality that a building, public building interior, streetscape, cultural landscape or area be registered as a municipal heritage property in the municipal registry of heritage property.

HRM By-law No. H-200 - Heritage Property By-law
4. The [Heritage Advisory] Committee shall, within the time limits prescribed by Council or the [Heritage Property] Act, advise the Region respecting:
   (a) the inclusion of buildings, public building interiors, streetscapes, cultural landscapes or areas in the Registry.

RECOMMENDATION

It is recommended that Halifax Regional Council:
1. Set a date for a heritage hearing to consider the inclusion of 2500 Creighton Street, Halifax, as shown on Map 1 of the April 17, 2020 staff report, in the Registry of Heritage Property for the Halifax Regional Municipality; and
2. Approve the request to include 2500 Creighton Street, Halifax, as shown on Map 1, in the Registry of Heritage Property for the Halifax Regional Municipality as a municipal heritage property.

BACKGROUND

At the June 25, 2020 special meeting of the Heritage Advisory Committee, the Committee received a staff recommendation report dated April 17, 2020, and received a staff presentation on Case H00484. Staff noted that should the Committee award the property a total score of fifty (50) points or more for the

identified properties, out of a possible one-hundred (100), than the staff recommendation is that the Committee recommend the property for registration by Halifax Regional Council.

For additional background information on this item, refer to the staff report dated April 17, 2020 (Attachment 1).

DISCUSSION

At the June 25, 2020 special meeting, following the presentation from staff, the Committee evaluated the proposed heritage property using the Evaluation Criteria for Registration of Heritage Buildings in HRM. The Committee applied the following scores:

Criterion	Score Awarded
1. Age	25
2A. Relationship to Important Occasions, Institutions, Personages or Groups	15
3. Significance of Architect/Builder	0
4A. Architectural Merit: Construction Type	10
4B. Architectural Merit: Style	9
5. Architectural Integrity	13
6. Relationship to Surrounding Area	5
Total	77

Based on this evaluation, the Committee approved a motion recommending that Halifax Regional Council schedule a heritage hearing for the matter, and to approve the registration to Registry of Heritage Property for the Halifax Regional Municipality.

For further discussion on the heritage registration evaluation criteria as it relates to this application, refer to the staff report dated April 17, 2020 (Attachment 1) and the Scoring Summary for Heritage Buildings (Attachment 2).

FINANCIAL IMPLICATIONS

Refer to the staff report dated April 17, 2020.

RISK CONSIDERATION

Refer to the staff report dated April 17, 2020.

COMMUNITY ENGAGEMENT

Meetings of the Heritage Advisory Committee are open to public attendance and members of the public are permitted to submit correspondence and petitions to be circulated to the Committee. The agenda, reports, and minutes of the Heritage Advisory Committee are posted on Halifax.ca.

For further information on Community Engagement as it relates to this item, refer to the staff report dated April 17, 2020.

ENVIRONMENTAL IMPLICATIONS

Refer to the staff report dated April 17, 2020.

ALTERNATIVES

The Committee did not discuss alternatives. Refer to the staff report dated April 17, 2020.

ATTACHMENTS

Attachment 1 – Staff Recommendation Report dated April 17, 2020
Attachment 2 – Scoring Summary for Heritage Buildings

If the report is released to the public, a copy can be obtained by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Simon Ross-Siegel, Legislative Assistant, Office of the Municipal Clerk, 902.490.6519

HALIFAX

Attachment 1

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

Item No. 9.1.2
Heritage Advisory Committee
June 25, 2020

TO: Chair and Members of the Heritage Advisory Committee

SUBMITTED BY: ***-Original Signed-***

Kelly Denty, Director of Planning and Development

-Original Signed-

Jacques Dubé, Chief Administrative Officer

DATE: April 17, 2020

SUBJECT: **Case H00484: Request to Include 2500 Creighton Street, Halifax in the Municipal Registry of Heritage Properties**

ORIGIN

Application by the owner, the St. Paul's Home Society.

LEGISLATIVE AUTHORITY

The *Heritage Property Act*

RECOMMENDATION

It is recommended that the Heritage Advisory Committee recommend that Regional Council:

1. Set a date for a heritage hearing to consider the inclusion of 2500 Creighton Street, Halifax, as shown on Map 1, in the Registry of Heritage Property for the Halifax Regional Municipality; and

2. Approve the request to include 2500 Creighton Street, Halifax, as shown on Map 1, in the Registry of Heritage Property for the Halifax Regional Municipality as a municipal heritage property.

BACKGROUND

The Morris House is a wooden Georgian building closely associated with the Morris Family, who were notable surveyors active during the early history of Halifax and the era of British Colonial settlement in Nova Scotia. The structure dates to the early 1760s, making it the oldest wooden dwelling, and the fifth oldest structure in Halifax Regional Municipality. Notably it was moved three times, having originally been built on the corner of Hollis and Morris Streets in Downtown Halifax, and now situated on the corner of Charles and Creighton Streets in the North End of Halifax after a highly publicized relocation effort in January of 2013.

This application is being considered in accordance with Sections 14 (Recommendation as municipal heritage property) and 15 (Registration as municipal heritage property) of the *Heritage Property Act*.

HRM's *Heritage Property Program*

The purpose of the HRM Heritage Property Program is to help protect and conserve significant heritage resources including buildings, streetscapes, sites, areas, and conservation districts that reflect the rich heritage found in local communities throughout HRM. One of the principal aims of the Heritage Property Program is to recognize significant heritage resources through the inclusion of properties in the Municipal Registry of Heritage Properties.

Under the Heritage Property Program, all registration applications for heritage buildings are evaluated by the Heritage Advisory Committee (HAC) using "The Evaluation Criteria for Registration of Heritage Buildings in Halifax Regional Municipality" (Attachment A).

To assist the HAC in making a recommendation to Council, evaluation criteria for scoring a property and building are broken down into six categories as follows:

Criterion	Highest Possible Score
1. Age	25
2. Historical or Architectural Importance	20
3. Significance of Architect/Builder	10
4. Architectural Merit: Construction type and Style	20
5. Architectural Integrity	15
6. Relationship to Surrounding Area	10
Total	**100**

Should the HAC score a property with more than 50 points, a positive recommendation will be forwarded to Regional Council. If the property does not score more than 50 points, then the report will not be forwarded to Regional Council.

Nova Scotia Heritage Property Act

HRM's Heritage Property Program receives its authority from the *Heritage Property Act* which seeks:

> *"…to provide for the identification, designation, preservation, conservation, protection and rehabilitation of buildings, public-building interiors, structures, streetscapes, cultural landscapes, areas and districts of historic, architectural or cultural value, in both urban and rural areas, and to encourage their continued use."*

Sections 14(2) and 15(1) under the *Heritage Property Act* require that notice of recommendation is given to the property owner at least thirty (30) days prior to any Council decision to include the property in the Registry of Heritage Property for the Halifax Regional Municipality. The property owner is also given an opportunity to address Council before they make a decision on the registration request. Should a positive recommendation be forwarded to Council, staff will ensure the required notices are sent to the owners and deposited at the Registry of Deeds.

DISCUSSION

Heritage registration applications are evaluated by the HAC relative to six evaluation criteria as outlined above and described in greater detail in Attachment A. To assist the HAC in their evaluation and scoring, staff offer the following comments based on a historical research report compiled by staff, and based on information provided by the applicant included as Attachment B.

1. Age

The building known today as the Morris House was built in 1764 by Dennis Heffernan, a cooper, on a lot in the South Suburb of Halifax. Its age was determined based on dendrochronological (wood age analysis) research and substantiated by land registry information. The age of the building makes it the oldest surviving wooden dwelling and the fifth-oldest structure in Halifax Regional Municipality, surpassed in age only by such notable historic buildings as St. Paul's Church (1750) and Carleton House (1760).

Due to the age of the building (1764 - one of the oldest surviving structures in Halifax), staff recommend a score of 25 points for age.

Figure 1: Charles Blaskowitz's map Halifax (1784). The red circle shows the Morris House.

2. Historical OR Architectural Importance

Relationship to Important Occasions, Institutions, Personages or Groups

The Morris Family

The Morris House gains much of its heritage value from its close relationship with four generations of the Morris Family, all of whom were Surveyors-General of Nova Scotia from 1749 until the post was eliminated in 1851. The family is also known for their ties to the early justice system in Nova Scotia as all of them held high postings as prominent jurists. The house was in the Morris Family from 1777 until 1850. The property was purchased by Charles Morris II in 1777 and it is thought that the building served as both an office for the family survey business, and a principal dwelling while a new, larger house was constructed. After the dwelling was built the building became solely an office space.

Figure 2: Charles Morris I

Charles Morris I (Fig. 2) came to Nova Scotia during King George's War in 1747 as a military officer and he did reconnaissance work in preparation of the British settlement of Halifax. As a surveyor and mapmaker, he planned the original townsites of Halifax, Lunenburg, Shelburne and many other early Nova Scotian communities. Upon the founding of Halifax, Morris was named Provincial Surveyor General by Governor Cornwallis, and also went on to serve as Chief Justice. While the elder Charles never owned the Morris House, it is likely that he would have used the family office space in the building regularly.

Charles Morris III inherited the building and the position of Surveyor General from his father in 1801. He was an officer in the local militia before being appointed Surveyor General upon his father's death. He is best known for overseeing the construction of the road linking Halifax and Annapolis Royal (one of the first roads in the province, and the precursor to today's Highway #1), and for his time serving on the Nova Scotia Executive Council. Upon his death, the title of Surveyor General finally went to his son, John Spry Morris, who held the position until it was eliminated in 1851.

In more recent history, the Morris House was saved from demolition by the efforts of a group of volunteers and non-profit organizations, who relocated the building temporarily in 2009, and again (this time to its current location) in 2013. Through this period, the house was the subject of national media attention (additional information in Attachment B).

Due to the building's intimate connection to a historic family of Provincial importance, staff recommend a score of between 11 and 15 points. The fact that the building has been moved three times in its long history is also of historical interest and may be worthy of additional points.

3. Significance of Architect or Builder

As no information on the architect or builder is available, staff recommend a score of 0 points for the significance of architect of builder.

4. Architectural Merit

Construction type or building technology

The Morris House is a two-and-a-half storey, timber frame building. Timber framing, often called post-and-beam construction, is a form of carpentry that involves connecting large pieces of wood together with woodworking joints using mortise-and-tenon construction. This type of construction was typical in early Nova Scotia and well into the 19th Century as wood was readily abundant. The large timbers in the Morris House were etched with roman numerals by the builders to help with assembly, and these markings are still visible on the floor beams.

Of particular interest is the use of brick "nogging" within the exterior walls of the house. This is a building technique where bricks were installed between the wall structure to provide stability, security and thermal massing at a time before insulation was widely used. This construction method is seen in only the oldest colonial buildings in New England and Nova Scotia, including St. Paul's Church (1750) which is the only other example in HRM.

As an intact example of very rare and early colonial construction methods, staff recommends a score of between 7 and 10 points.

Style

The Morris House was designed in the Georgian architectural style which is defined by simplicity and symmetry. Emblematic of Georgian residential buildings built in Halifax between the mid-18th and the mid-19th Centuries, the house has a truncated roof and a five-sided Scottish dormer. Two-over-Two hung windows are evenly spaced horizontally across the sides of the building, and it is clad in wood shingles. An 1840s watercolour painting (fig. 3) of the building clearly shows a simple entrance door and central gable dormer which has since been removed.

In the 1890s several Victorian features were added to the front of the building (see fig. 4). These include decorative dentils under the eve, a raised entrance with box porch, and a unique two-storey bay window that is three-sided on the first floor and four-sided on the second. Despite the addition of the Victorian features, the house retains a dominant Georgian style.

The character-defining elements of the Morris House include:

- truncated, pitched roof;
- wood shingle cladding;
- five-sided Scottish dormer;
- c.1890 front bay widows;
- c.1890 enclosed front porch;
- wooden hung, sash windows with divided lights;
- cornerboards and returns; and
- dentils under eave.

As a very early example of Georgian colonial architecture, staff recommend a score of between 7 and 10 points.

Figure 3: 1840s watercolour of Morris House by J.S. Clow

5. Architectural Integrity

Thanks in-part to the efforts of the late Dr. Phil Pacey, a former President of the Heritage Trust and volunteer member of the Morris House committee, every effort was made to ensure the building was preserved and restored during and after its recent relocation. Exterior features were restored by making copies of original but decayed elements where possible, and by employing photographic or documentary evidence.

Throughout the building's long history, various changes have been made, including:

- Removal of the central gable dormer on the north side of the building sometime in the 19th Century;
- Addition of the Victorian entrance porch, bay window and dentils in the 1890s;
- Removal of a rear addition during the building's relocation in 2009; and
- Reconstruction of a new shed addition on the rear of the building in 2017.

Despite the building's age, it remains very much intact with original materials and forms. The most drastic of the exterior changes are themselves over a century old. As such, staff recommends a score of between 11 and 15 points.

Figure 4: Current view of Morris House at its Creighton Street location

6. Relationship to Surrounding Area

While no-longer in its original setting and neighbourhood, the Morris House was moved from the Old South Suburb to the Old North Suburb. This is a neighbourhood that also was built-up early in Halifax's history and contains a large number of small Georgian and Victorian workers houses dating to the mid-19th Century. In its previous location, the Morris house represented one of the last remaining small wooden colonial dwellings, most of which were replaced by later masonry buildings in the Victorian Era or by modern construction of a much larger scale. In its new location, the house is surrounded by buildings of a similar scale, material and style, though significantly younger in age than the Morris House.

The building is compatible with its surroundings and maintains its heritage character, therefore, staff recommends a score of between 1 and 5 points.

FINANCIAL IMPLICATIONS

The HRM costs associated with advertising and processing this application can be accommodated within the approved 2020/21 operating budget for C340 – Social and Heritage Policy.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this Report.

COMMUNITY ENGAGEMENT

The community engagement process for a heritage registration is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was information sharing achieved through public access to the required Heritage Advisory Committee meeting. As a provision of the Heritage Property Act, no registration of a municipal heritage property shall take place until Regional Council has given the owner of the property an opportunity to be heard.

ENVIRONMENTAL IMPLICATIONS

There are no significant environmental implications associated with the recommendations in this Report.

ALTERNATIVES

1. The Heritage Advisory Committee may choose to reject the application to include 2500 Creighton Street, Halifax in the Registry of Heritage Property for the Halifax Regional Municipality. In doing so, the application will not proceed to Regional Council for evaluation.

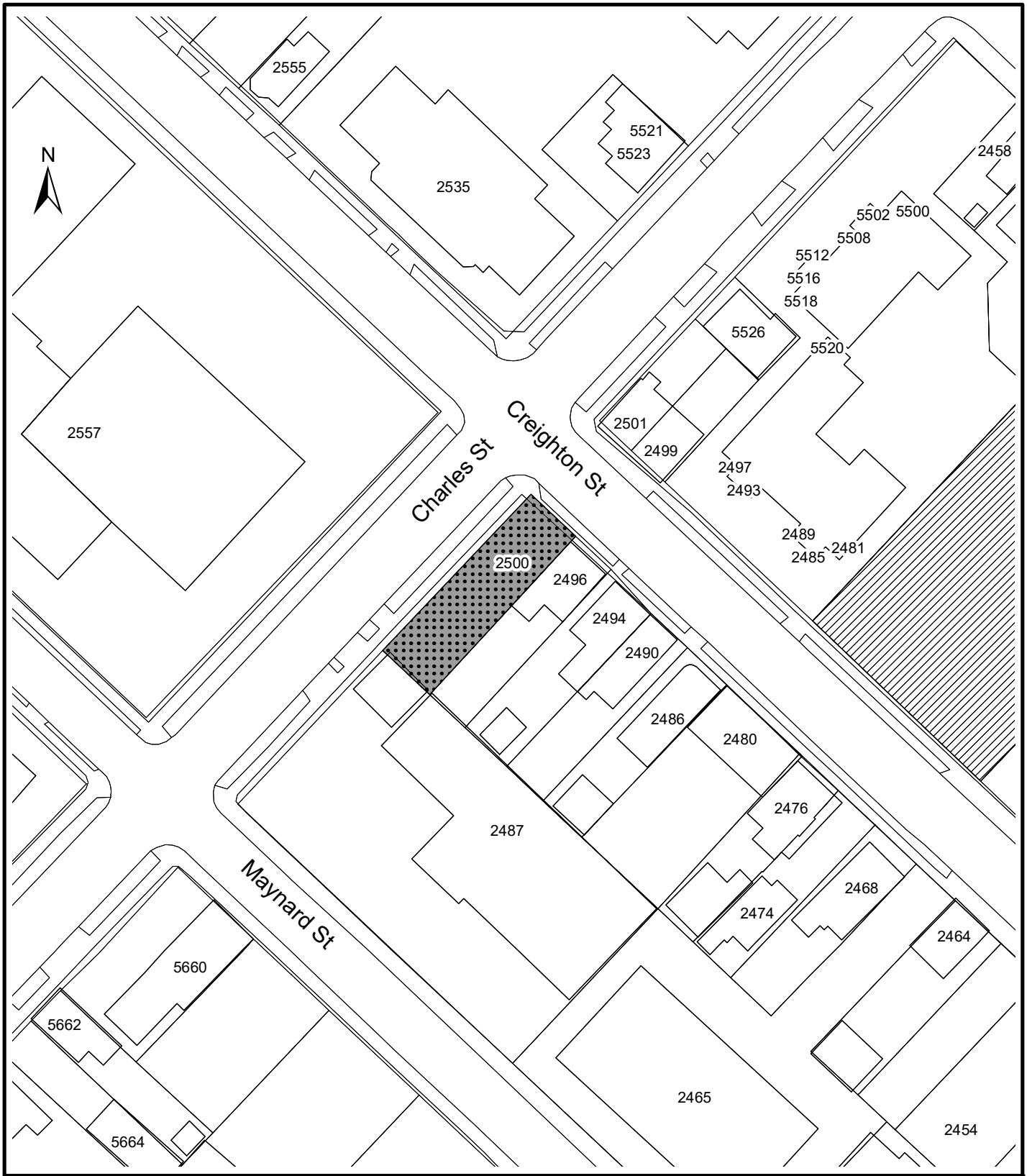
ATTACHMENTS

Map 1: Location Map

Attachment A: Evaluation Criteria
Attachment B: Historical Research Report

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: Aaron Murnaghan, Principal Heritage Planner, 902.292.2470



Map 1 - Location Map

2500 Creighton Street,
Halifax

Registered Heritage Property

Subject Property

HALIFAX

0 10 20 m

HRM does not guarantee the accuracy of any representation on this plan.

6 April 2020

Case H00484

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Attachment A

HALIFAX
REGIONAL MUNICIPALITY

HERITAGE PROPERTY PROGRAM

EVALUATION CRITERIA

Heritage Property Program
Community & Recreation Services **March 2013**

EVALUATION CRITERIA
FOR REGISTRATION OF HERITAGE BUILDINGS (Revised 2004)

1. AGE

Age is probably the single most important factor in the popular understanding of the heritage value of buildings. The following age categories are based on local, national and international occasions that may be considered to have defined the character of what is how the Halifax Regional Municipality and its architecture.

Date of Construction	Points	Timeline
1749 - 1785	25	Halifax Garrison Town to the Loyalist migration
1786 – 1830	20	Boom period following construction of Shubenacadie Canal
1831 – 1867	16	From Boom to Confederation
1868 – 1899	13	Confederation to the end of the 19th century
1900 - 1917	9	Turn of the Century to Halifax Harbour Explosion
1918 - 1945	5	The War Years
1945 - Present	3	Post-War

** Maximum score of 25 points in this category*

2. HISTORICAL OR ARCHITECTURAL IMPORTANCE

A building can receive points for:

A) Having specific associations with important occasions, institutions, personages and groups,

OR

B) For being architecturally important unique/representative of a particular period.

2A) Relationship to Important Occasions, Institutions, Personages or Groups

Nationally	Points	Comments
Intimately Related	16 - 20	
Moderately Related	11 - 15	
Loosely Related	1 - 10	
Provincially	**Points**	**Comments**
Intimately Related	11 - 15	
Moderately Related	6 - 10	
Loosely Related	1 - 5	

Locally	**Points**	**Comments**
Intimately Related	11- 15	
Moderately Related	6 - 10	
Loosely Related	1 - 5	
No relationship to important occasions, institutions, personages or groups.	0	

** Maximum score of 20 points in this category, scoring from one of the three categories only*

2B) Important/Unique Architectural Style or Highly Representative of an Era

Importance	**Points**	**Comments**
Highly important, Unique, or representative of an era	16 - 20	
Moderately important, Unique, or representative of an era	11 - 15	
Somewhat important, or representative of an era	10 - 1	
Not important, Unique, or representative of an era	0	

** Maximum score of 20 points in this category.*

3. SIGNIFICANCE OF ARCHITECT/BUILDER

Is the structure representative of the work of an architect or builder of local, provincial or national importance?

Status	**Points**	**Comments**
Nationally	7 - 10	
Provincially Significant	4 - 6	
Locally Significant	1 - 3	
Not Significant	0	

****** *Maximum score of 10 points in this category.*

4. ARCHITECTURAL MERIT

The assessment of architectural merit is based on two factors:

A) Construction type/building technology: which refers to the method by which the structure was built (early or rare uses of materials), and building techniques;
AND
B) Style: which refers to the form or appearance of the architecture.

Construction Type/Building Technology		
A) Construction type	**Points**	**Comments**
Very rare/ early example	7 - 10	
Moderately rare/ early	4 - 6	
Somewhat rare/ early example	1 - 3	
Not rare/ common example	0	
B) Style	**Points**	**Comments**
Very rare/ early example	7 - 10	
Moderately rare/ early	4 - 6	
Somewhat rare/ early example	1 - 3	
Not rare/ common example	0	

** Maximum score of 10 points for Construction Type, and a maximum score of 10 for Style - a total maximum of 20 points in this category.*

5. ARCHITECTURAL INTEGRITY

Architectural Integrity refers to the extent to which the building retains original features/ structures/ styles, not the state of the building's condition.

Architecture	Consider any additions/ removal/ alterations to windows, doors, porches, dormers, roof lines, foundations, chimneys, and cladding.	
Exterior	**Points**	**Comments**
Largely unchanged	11 - 15	
Modest changes	6 - 10	
Major changes	1 - 5	
Seriously compromised	0	

****** Maximum score of 15 points in this category.*

6. RELATIONSHIP TO SURROUNDING AREA

Points	Comments
6 - 10	The building is an important architectural asset contributing to the heritage character of the surrounding area.
1 - 5	The Architecture is compatible with the surrounding area and maintains its heritage character.
0	Does not contribute to the character of the surrounding area**.**

** Maximum score of 10 points in this category*.

SCORING SUMMARY

Property	Date Reviewed	Reviewer

Criterion	Highest Possible Score	Score Awarded
1. Age	25	
2. a) Relationship to Important Occasions, Institutions, Personages or Groups **OR** 2. b) Important, Unique Architectural Style, or Highly Representative of an Era	20	
3. Significance of Architect or Builder	10	
4. a) Architectural Merit: Construction type/building technology	10	
4. b) Architectural Merit: Style	10	
5. Architectural Integrity	15	
6. Relationship to Surrounding Area	10	
Total	**100**	

SCORE NECESSARY FOR DESIGNATION **50**

Designation Recommended? **YES** **NO**

COMMENTS:

Attachment B

Research Report

Morris House
2500 Creighton Street, Halifax
In support of Heritage Registration Application H00484

Prepared by:

Paul Boucher, Planner I
and
Aaron Murnaghan, Principal Heritage Planner

Based on information compiled by
Dr. Allen B. Robertson on behalf of the applicant

April 2nd, 2020

HALIFAX

Table of Contents

Age

Figure 1: Image of 2500 Creighton Street (Google Street View).

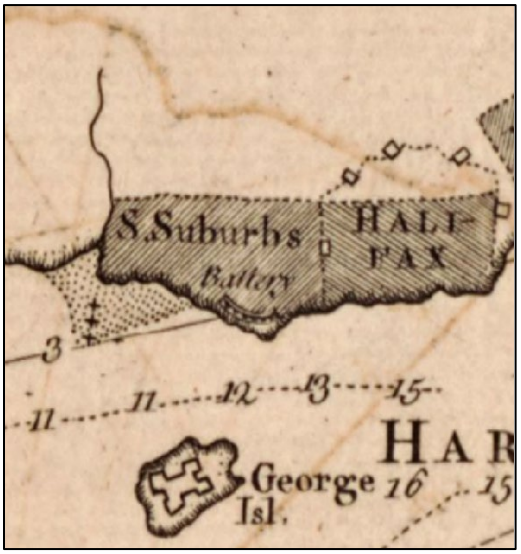

Figure 2: 1750 map of Halifax showing South Suburb. Source: Heritage Assessment Report, Dr. Allen B. Robertson

The Morris House, situated at 2500 Creighton Street, is the oldest wooden dwelling in Halifax. It was moved from its original location at 1273 Hollis Street (corner of Hollis and Morris Street) in late 2013. Initially believed to be constructed in 1781, research has found that it is older than previously thought and was very likely built in 1764, only 15 years after the founding of Halifax.

At the time of its construction on Hollis Street, it was located outside the town palisade in an area known as the South Suburb (Lot 1B, Block F 18). The lot itself was initially part of a crown land grant to John Baragon, a cooper, in March of 1750. John Baragon sold the property to Dennis Heffernan, also a cooper, in 1753 for £2 10s. The low price would suggest it was a vacant lot at the time of the sale. Dennis Heffernan owned the property for 27 years, but did not register his title until 1764, suggesting that he made significant investment in the property in that year (such as construction of a dwelling) and wanted to secure title. In 1777 he sold the lot to Charles Morris II for £65, a significant sum at the time. The large amount is a strong indication that there was a building on the lot at the time of sale.

Morris was Surveyor General of Nova Scotia, second in a long family line of Provincial Surveyors-General who laid-out settlements and boundaries throughout Nova Scotia, typically for the demarcation of crown land grants and administrative boundaries. The Morris House was actually the location of office space for the family's surveying operations, while they lived in an adjoining dwelling.

Following the Morris family's tenure on the property, the building was used as a private residence by various owners throughout the 19th Century.

Figure 3: J.F.W. Des Barres Map of Peninsular Halifax (1777) showing south suburb depicting the Morris Building as the sole occupant of the of the lot. Building circled. Source: Heritage Assessment Report by Dr. Allen B Roberson

Figure 4: The Morris House at 1273 Hollis Street in April 1953 next to the Victoria Hotel. Source: The Griffin, June 2013, volume 38, No.2 ISSN 0384 7335

In 1898 the Morris House was moved about 30 meters south along Hollis Street to make way for construction of the Victoria Hotel, where it remained until 2009. Throughout that time it was variously used as a private residence, hotel and rooming house.

Figure 5: Morris House - 2009. Located on Nova Scotia power lands. Source: The Griffin, June 2013, 38, No.2 ISSN 0384 7335

In December of 2009 the building was slated for demolition to make way for the construction of an apartment complex. Through the efforts of volunteer groups including the Heritage Trust of Nova Scotia and the Ecology Action Centre, funds were raised to temporarily move the building to a neighbouring lot owned by Nova Scotia Power. During that time the building was the subject of several research projects by students at Mount Allison, St. Mary's and Dalhousie Universities and the Nova Scotia Community College. One such project consisted of dendrochronological research (age analysis of wood construction materials) to try and establish an accurate year that the building was constructed. The research suggested that the dwelling was built between 1758 and 1764. This information, along with the fact Dennis Heffernan only registered the deed for the lot in 1764, is a very strong indication the house was built in that year.

In 2013 the Morris House was finally moved for a third time to a vacant lot on the corner of Charles and Creighton Streets in the North End of Halifax. At that point additional fundraising and renovations were undertaken to rehabilitate the building for reuse as space for at-risk youth.

Historical or Architectural Importance

Relationship to Important Occasions, Institutions, Personages or Groups

The building has great historical value for its association with several generations of the Morris Family, all of whom held the title of Surveyor General of Nova Scotia. The house is most commonly associated with Charles Morris I who is reputed to have surveyed the original town-site of Halifax and was an important figure in Halifax and Nova Scotia history. Interestingly Charles Morris I never owned the Morris House, but it was his son, Charles Morris II who purchased it in 1777.

Charles Morris I (1711-1781)

The Honourable Charles Morris was born in Boston Massachusetts, the eldest son of Charles Morris and Esther Rainsthorpe (despite being the second generation to hold the name Charles, for consistency with the historical record Charles Morris Junior is referred to in this report as Charles Morris I). He married Mary Reid who was the daughter of the Attorney General of Massachusetts Bay, John Reid. In 1747 he was given orders to raise a regiment of 100 men and come to Nova Scotia in defence of an anticipated attack from a large French fleet. Once in Nova Scotia he was ordered to march to Minas where he arrived to take part in “The Battle of Grand Pre”. He returned to Massachusetts shortly after the battle.

Figure 6: Charles Morris. Source: Dictionary of Canadian Biography.

In the spring of 1748 Charles Morris was sent back to Nova Scotia. This time he was to explore parts of the province to assess what areas were settled and by whom. He wrote detailed reports with related maps of three French settlements: Annapolis Royal, Minas and Chignecto. The reports were sent to Boston and then on to London and formed instrumental intelligence ahead of the founding of Halifax.

Charles Morris I arrived at Halifax in 1749 and was here to greet Edward Cornwallis’ settlement expedition upon its arrival. He was appointed Chief Surveyor of Lands within the Province of that year and assisted Cornwallis in laying out the townsite. In 1751 and 1752 He surveyed the coast of Nova Scotia from present day Liverpool to Chezzetcook to find possible sites for new townships for British and “foreign protestant” (mainly German) settlers. He created some of the first British maps of Canada’s maritime region and laid-out the Halifax Commons. In 1753 he went to what is now Lunenburg and assisted with the founding and surveying of the town.

The fall of Louisburg in 1758 put an end to French claims in Nova Scotia and set-off a wave of British and New England immigration to the Province. Morris assisted in the relocation and establishment of many settlers between 1759-1770 in several areas of Nova Scotia. Windsor (Piziquid), Truro (Cobequid), Liverpool and Yarmouth are a few of the places where he surveyed town grids for new settlements.

In late 1760 he mapped Cape Breton and Canso as well as areas of the Saint John River. He also surveyed the street grid for Charlottetown in 1768.

Charles Morris I's Judiciary career was also very rich. In 1750 he was appointed a justice of the peace for the town of Halifax. In 1752 he was made a justice of the Inferior Court of Common Pleas. In 1763 he was one of two judges appointed to assist Chief Justice Belcher and in 1764 he was appointed master in Court of Chancery. He was acting Chief Justice of the Nova Scotia Supreme Court between 1776 and 1778, passing away only two years after his retirement on November 11th, 1781.

Charles Morris II (1731-1801)
As previously stated Charles Morris I never owned the dwelling. It was his son, Charles Morris II who purchased the house in 1777, although the elder Morris likely worked out of the family office in the building and had strong connections to the property.

Charles Morris II was born in Hopkinton, Massachusetts in 1731. He was the son of Charles Morris I and Mary Reid. He married Elizabeth Bond Leggett and came to Nova Scotia in 1760. He assisted his father with his work and was named Surveyor General of Nova Scotia after his father's death in 1781. As the new Surveyor General of Nova Scotia his workload was heavy with loyalist land claims following the American Revolution. The work coupled with health issues encouraged him to hire his son Charles Morris III as well as other deputy surveyors to assist him.

Between 1770 and 1785 he served in the House of Assembly for Sunbury County (then part of Nova Scotia, but now in New Brunswick). He was also Registrar of the Vice Admiralty Court from 1771 until his death in 1801, and Registrar of Will and Probate from 1791 to 1798. In 1798 he was named Surrogate General of the Probate Court and Justice of the peace.

Although he may not have been as accomplished as his father, Charles Morris II was nevertheless a good businessman. He held land in many different locations in Nova Scotia including the township of Maugerville (NB), Passamaquoddy Bay (NB) and around the Annapolis Valley. Over his lifetime he bought and sold many pieces of land including the two properties located at the corner of Hollis and Morris Streets which he purchased in 1777. It is believed that Mr. Morris used this building first as a dwelling and then for his surveying business. A number of readings refer to the building as a business while others refer to it as a place of residence.

Charles Morris III (1759-1831)
Charles Morris III was born in Hopkinton Massachusetts in 1759. He came to Halifax with his parents in 1760 and married Charlotte Pernette in 1786. In 1778 He was commissioned a lieutenant in the Royal Nova Scotia Volunteers. He became lieutenant of the 70th Regiment of Foot in Halifax in 1782. He was later appointed a Deputy Surveyor by his father, although the date of this appointment is unclear. At his father's death in 1801, Charles Morris III became the Surveyor General of Nova Scotia.

Like his father and grandfather, Charles Morris III also had political aspirations. In 1788 he was elected to the House of Assembly for Halifax County. He was re-elected in 1797 and sat until 1806.

In 1808 he was appointed to the Executive Council and continued to serve until his death. Charles Morris III was a Captain, and later a Major in the Halifax Militia. He was a Justice of the Peace, Registrar of Will and Probate from 1798 and Surrogate General of the court of probate and Registrar of the Vice-Admiralty Court in 1802. He assumed nearly all of these titles after his father.

One of Charles Morris III's major achievements was to survey and develop a road between Halifax and Annapolis Royal. The road served the new settlements and gave access to inland resources. He also worked meticulously to resolve contentious land claims between individuals and groups such as Acadians, Mi'kmaq, and Loyalists.

Although Charles Morris III was a public servant, he managed to accumulate considerable wealth. Upon his death in 1831 he left an estate estimated between £8,000 and £9,000, a considerable sum in those days. He also had a 900 acre country estate near Halifax and a home in town comparable to other wealthy people in Halifax.

Prior to his death he was replaced as Surveyor General of Nova Scotia by his son John Spry Morris. John Spry Morris served as Surveyor General of Nova Scotia until the office was merged with the Commissioner of Crown Lands 1851. The Morris family held the position of Surveyor General of Nova Scotia through four generations and the entire existence of the office itself. The building now known as the Morris House remained in the Morris Family for over 60 years, finally being sold at auction by Charles Morris III's widow in 1850.

2013 Relocation

The relocation of the Morris House to Creighton Street during the late evenings of January 25th and 26th 2013 was in itself an important event, extensively covered by national news media and the subject of an HGTV reality docuseries called "Monster Moves". The move was completed by the firm of S. Rushton of New Glasgow, who placed the building on a flatbed trailer using a series of hydraulic jacks. Two excavators were used in addition to a tractor-trailer to push the house up the steep incline of Sackville Street.

Figure 7: Morris House moving up Sackville Street, Halifax on January 25th 2013. Photo by Michael Tutton, of The Canadian Press. Courtesy Huffinton Post

The process was made more challenging by the number of overhead wires that had to be temporarily moved. Nova Scotia Power donated the time of dozens of line crews to undertake this work through the two-day process. The house was finally placed on a prepared foundation at 2500 Creighton Street on January 26th 2013 amid a crowd of onlookers and media.

Important / Unique Architectural or Highly Representative of an Era.

Construction Type/Building Technology

The Morris House is a two-and-a-half storey, timber frame building. Timber framing, often called post-and-beam construction, is a form of carpentry that involves connecting large pieces of wood together with woodworking joints using mortise-and-tenon construction. Metal or wood pegs, called treenails, are used to fasten the timber together to create the frame and trusses. The trusses were then fastened to the frame with treenails. At the time of the dwelling's construction, wooden pegs would have been used as it is unlikely metal hardware was available or very limited at the time. The abundance of large and cheap timber, along with traditional English building practices helped popularize timber-frame homes throughout North America.

Figure 8: Image of 1237 Hollis street C. 1840: J.S Clow watercolour depicting the Morris mansion (centre) and office (circled) at the intersection of Hollis and Morris street. (Original at NSARM)

Dendroarchaeological analysis (wood age analysis) of the floor beams identify the date the trees were cut to between 1741 and 1764. The dwelling also contains construction methods that were common at the time, but are now extremely rare in Nova Scotia due to the small number of remaining 18th Century buildings. These include joists which were transformed from logs using only an axe (hand hewn). Beams and joists in the Morris house are marked with roman numerals which would have aided with assembly and construction.

Another important construction detail is the fact that this building contains rare brick nogging (Bricks roughly mortared between the wood studs and beams within the building's exterior walls). This feature is only found in the oldest buildings in Halifax, including St. Paul's Anglican church. Brick nogging served many purposes including soundproofing, fireproofing, and thermal massing at a time before insulation was widely used. The origin of the bricks is unknown, but they could have originated at a brick factory in Dartmouth, one of that town's earliest industries. Bricks were also known to have been brought to Halifax as ships ballast from overseas or from New England.

It should be noted that because of the brick nogging, the Morris House weights 80 tons, which is quite heavy for a building of its size. The weight of the Morris House posed a challenge during its various moves, especially in 2013 when the building had to be hauled up Sackville Street in Downtown Halifax. Currently the building sits on a cement foundation. However, originally the building would have had a stone foundation.

Style

The building was designed in the Georgian architectural style, which is characterized by square or rectangular building forms with symmetrical windows and door placement and simple detailing. They often have hipped, truncated roofs, sometimes with dormers. They may be constructed of brick, stone, or wood.

An early 1840s watercolour by J.S. Clow (fig. 8) depicting the office at the corner of Hollis and Morris Street (fig. 8) shows this simple Georgian design prior to the addition of Victorian elements later in the 19th Century. The roofline facing Morris Street had a strong triangular gable dormer that was later removed. The placement of the windows is very symmetrical, with two floors of 3 windows all evenly spaced. The side of the building which faces Hollis Street had windows on all floors which were evenly centered on the wall. The right side of the roof has a Scottish dormer which cannot be seen in the painting.

During the late 19th Century the building had some Victorian architectural elements added. The entrance along Hollis Street was originally at street level but was raised and a covered porch added. A two-storey bay window was also added in the 1890s. The projecting bay window on the fist floor is typical of the Queen Anne style common between 1880 and 1910. This would support the estimated date of the additions.

Through the years many additions, alterations, and renovations have been made to the Morris House. Regardless, the building has been beautifully restored and retains much of its characteristics and remains a valuable historic building.

Character-Defining Elements

The character-defining elements of the Morris House include:

- Truncated, pitched roof;
- Wood shingle cladding;
- Five-sided Scottish dormer;
- c.1890 front bay widows;
- c.1890 enclosed front porch;
- Wooden hung, sash windows with divided lights;
- Cornerboards and returns; and
- Dentils under eave.

Figure 9: Truncated narrow flat roof with dentils under eave. Source: Heritage Assessment Report – Dr. Allen B. Robertson

Figure 10: Scottish dormer. Source: Heritage Assessment Report – Dr. Allen B. Robertson

Significance of Architect / Builder

No information regarding the architect or builder of the house has been identified.

Architectural Integrity

Due to the efforts of the late Dr. Phil Pacey, a former President of the Heritage Trust and member of the volunteer committee that oversaw the relocation and restoration of the Morris House from 2009 to 2016, the architectural integrity of the dwelling is very high. Pacey was firm that although the building was not a registered heritage property, that it should someday be designated. As such, every effort was made to undertake restoration work in-keeping with the *Standards and Guidelines for the Conservation of Historic Places in Canada.*

The historic form of the building, for the most part has been maintained and represents two distinct architectural periods; the original Georgian form, and the later Victorian additions. The truncated roof as well as the Scottish dormer have been maintained in their original 1764 form. The dentils under the front eves of the house have also been conserved. Furthermore, the brick nogging, which is not common has also been kept despite the extra weight it adds to the building. The original five-sided Scottish Dormer, iconic of Georgian Halifax architecture, has been preserved.

Over the years, several additions, alterations, and renovations have been done to the house. The unique two-storey bay window and a covered porch were added in the 1890s. The enclosed porch has wood detailing as well as dentils under the eaves to match those under the roof eave. A shed-roof addition has recently been constructed at the rear of the dwelling, however characteristics of the original house have been incorporated into its design. Some of these characteristics include two-over-two hung windows and wood shingles.

The south side of the roof (originally facing Morris Street), had a wide gabled dormer that was removed in the late 19th or early 20th Century. In 2013, solar panels were added to this side of the roof. The panels have the same angle as the roof and do not detract from the building. As well some of the windows on the left side of the building (originally facing Morris Street) were removed to make the building more accommodating to its new use and due to their proximity to the neighbouring building.

Relationship to Surrounding Area

The Morris House has been relocated from the Old South Suburb to what was known as the Old North Suburb on Creighton Street. The North Suburb was another area of Halifax outside the town palisade which saw early development, though not quite as old as the building's previous location. Adjacent to the Morris house are other examples of Georgian and late Victorian architecture, many from the mid- to late 19th Century. These dwellings are examples of simple workers houses and are a similar style and scale to the Morris House, creating a very natural transition. In fact, the building could easily be mistaken to be native to its new neighbourhood.

Conclusion

Morris House was built 15 years after the founding of Halifax and just after the signing of the Treaty of Paris which ended the Seven Years War between Britain and France. It was used as an office by four generations of Morris family, a dynasty of Surveyors-General of Nova scotia, and prominent jurists. Even though this house has changed in appearance and location over time, the fact it has survived for 256 is extremely noteworthy.

The efforts by volunteers, artists and others to save, celebrate, relocate and restore the building have all added considerably to the history of the house and have grown its local prominence. Based on its age, its historical connections and its unique construction type, the heritage value of the Morris House is undeniable.

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Attachment 2

Scoring for Case H00484: Request to Include 2500 Creighton Street, Halifax in the Municipal Registry of Heritage Properties

Criterion	Score Awarded
1. Age	25
2A. Relationship to Important Occasions, Institutions, Personages or Groups	15
3. Significance of Architect/Builder	0
4A. Architectural Merit: Construction Type	10
4B. Architectural Merit: Style	9
5. Architectural Integrity	13
6. Relationship to Surrounding Area	5
Total	77