













151-11467
October 19, 2016

Ms. Kate Greene
Halifax Development Approvals
40 Alderney Drive, Second Floor
Dartmouth, NS B3J 3A5

Subject: Application to amend the Halifax Municipal Planning Strategy (MPS) and Halifax Peninsula Land Use By-law (LUB) to enable a multiunit residential heritage integration development at the Stairs House, South Street, Halifax. (PIDs: 00093146, 00093286 & 00093278)

Dear Kate:

On behalf of our client, Southwest Properties., Architecture49 (A49) and WSP Canada Inc. (WSP) are pleased to submit an application for the above referenced project.

To assist with the application, the following supporting materials are enclosed and included as appendices to this report:

- Completed Planning Application Form
- \$2,600 Application Fee
- Preliminary Planning Report

We understand the information provided will be sufficient to start the application process for the subject properties. As per our discussion of October 18, 2016, our team will follow up with complimentary information within the next two weeks.

Yours truly,
WSP Canada Inc.

Original Signed

Kourosh Rad, MCIP, LPP
Senior Planner, Sustainable Development Consultant

cc. Eric Burchill, Southwest Properties

Stairs House Development Proposal

South + Harvey
October 19, 2016



ARCHITECTURE | 49



Hillside and The Hive, c. 1865, Joseph S. Rogers, Courtesy of NS Archives and Records Management

Subject Properties

The subject site consists of multiple legal parcels (PIDs: 00093146, 00093286 & 00093278) which are bounded by South Street and Harvey Street. The multiple properties combine to create a total site area of approximately 24,400 square feet (0.56 acres) (subject to survey). The subject site has approximately 100 feet of frontage on South Street and 200 ft. of frontage on Harvey Street.

The building along South is commonly referred to as the Stairs House and it was registered as a municipal heritage property in 1985. The other buildings at the site are currently used for residential purposes.

Current Planning Information

The subject properties are designated Regional Centre (Urban Core) under the HRM Regional Plan. The properties are designated Medium Density Residential under the South End Area Secondary Plan of the Halifax MPS and are zoned R-2A (General Residential Conversion) under the Halifax LUB. The property in which the Stairs House currently exists is designated as a Municipal Heritage Property in HRM. In order for Council to consider promoting investment in residential redevelopment at greater densities, amendments to the MPS and LUB are required to enable a DA at the subject site.

Stairs House Heritage Value

The Stairs House, is a solid example of early residential suburban growth in Halifax away from the fortified original city grid, While it has endured some questionable additions of form and material, and has been converted to multi-tenant use, it has retained its essential original form and detailing and still presents to the street the clear image of a country Georgian cottage.

Dating to 1838, the building can be regarded as one of the older remaining residential buildings in the southern end of the city. While the home was built Norman Fitzgerald Uniacke, son of prominent Nova Scotian Richard John Uniacke, it is best known for its associations with the second family to call it home, the Stairs family. William James Stairs who purchased the home in 1859, and his father William Machin, are well known for their strong ties to Nova Scotia's shipping, banking, manufacturing and political past.

Stairs House is valued as an early example of suburban expansion and residential architecture in Halifax's southern suburbs. It is noted for its cottage form, and Georgian architectural style. The home is also important for its associations for its late owners; Uniacke, Stairs and Drysdale.

Character-Defining Elements

As the current listing pre-dates the formal listing of Character-defining elements and characteristics, we put forward the following relating to the Georgian style architecture of Stairs House including:

- one-and-a-half storey front volume with rear two storey volume and wing;
- Georgian classical style and symmetry;
- Scottish dormers in the local tradition on front roof;
- Palladian window in front central pediment gable;
- Symmetrical five bay front façade with central entrance porch with low sloped roof;
- Two end chimneys (west chimney to be confirmed);
- Four 6/6 windows on the front façade;
- Tall western arched side window;
- Western bay windows and smaller eastern bay window;
- Ironstone foundation

Although not expressly protected by legislation, the building is also noted for its curved interior stair, and remaining moldings, casings and trims and surviving original layout.

Adaptive Re-Use of A Heritage Resource

As part of the planning process for site specific MPS amendment requests, in particular, a significant justification is required as part of the application. The proposed redevelopment of the Stairs House intends to incorporate quality elements of built form that respond to existing community context and promote complete, vibrant and walkable communities that are supported and encouraged by the RMPS and the MPS.

We understand that amendments to an MPS are not considered unless it can be shown that circumstances have changed since the document was adopted to the extent that the original land use policy is no longer appropriate. For this case, the subject site contains a valuable heritage resource; therefore, the applicant believes that appropriate future development of the site can be achieved through a discretionary planning process including a site specific amendment that enables a DA. This process will allow city planning staff, members of the public and members of Regional and Community Councils to provide input on the proposed development.

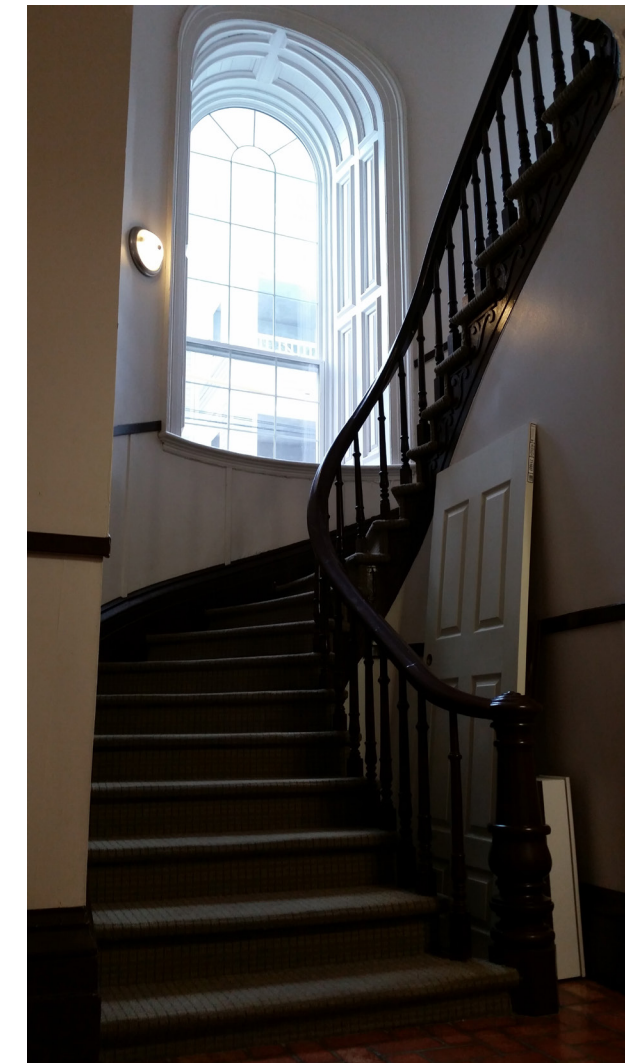
This is particularly an important opportunity as it will allow for adaptive re-use of a heritage property. The proposed Stairs House development intends to retain and rehabilitate the heritage building that exists within the subject site. The proposed multi-unit building addition will introduce new housing stock into the neighbourhood that is designed to complement surrounding uses. Furthermore, Policy 6.8 of the Halifax Municipal Planning Strategy enables owners of properties with registered heritage buildings to apply for a Development Agreement (DA) or change in use not otherwise permitted by the land use designation and zone:

Policy 6.8: In any building, part of a building, or on any lot on which a registered heritage building is situated, the owner may apply to the City for a development agreement for any development or change in use not otherwise permitted by the land use designation and zone subject to the following considerations:

We understand this policy cannot be applied to the entire site as the proposed new building will be located on a portion of the site, including the two properties that are not registered heritage properties. However, it is worthwhile to have this policy in mind as it speaks to the intent of the enabling adaptive re-use of heritage resources within the South End Area.

Proposed Building

Overall height: 85'6"
Number of Units: 106
 1 bedroom: 71
 2 bedroom: 35
Parking Stalls: 86



Inside: Curved Interior Stairs



*Stairs House Painting, Georges
Island in Halifax Harbour from Ft.
Massey 31 August 1841*



STAIRS HOUSE BACKGROUND REPORT

NOV 2016

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INTRODUCTION

The Stairs House proposal is an exciting new development opportunity located on a site between South Street and Harvey Street in the South End of the Halifax Peninsula, directly adjacent to the Downtown Halifax Plan Area. The subject site consists of three separate lots and has frontage on both South Street and Harvey Street. The lot that has frontage on South Street is a Municipally Registered Heritage Property (as of 1985) and the building contained within is commonly referred to as the Stairs House.

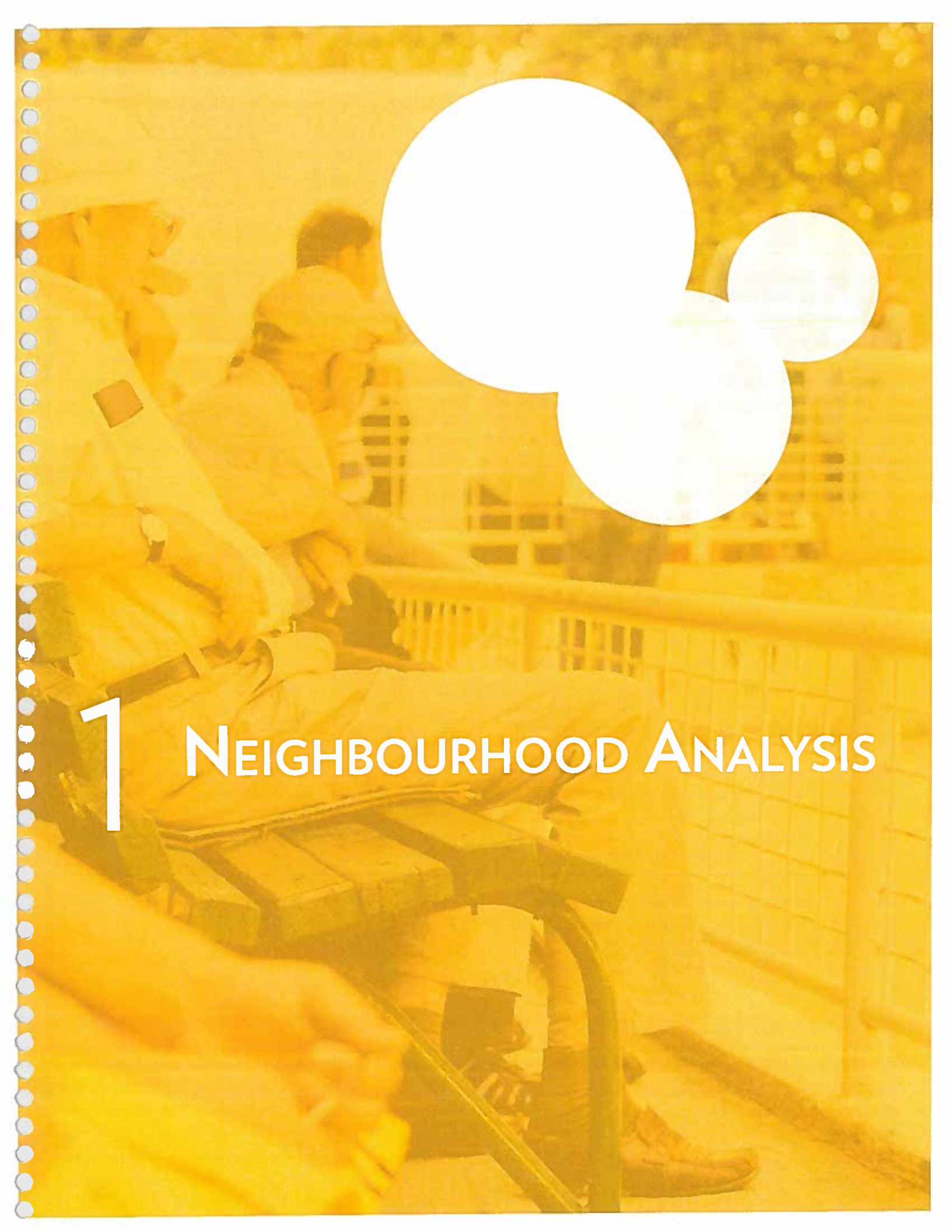
Stairs House, is a solid example of early residential suburban growth in Halifax away from the fortified original city grid. While it has endured some questionable additions of form and material, and has been converted to multi-tenant use, it has retained its essential original form and detailing and still presents to the street the clear image of a country Georgian cottage.

Dating to 1838, the building can be regarded as one of the older remaining residential buildings in the southern end of the city. While the home was built Norman Fitzgerald Uniacke, son of prominent Nova Scotian Richard John Uniacke², it is best known for its associations with the second family to call it home, the Stairs family. William James Stairs who purchased the home in 1859, and his father William Machin, are well known for their strong ties to Nova Scotia's shipping, banking, manufacturing and political past.

Stairs House is valued as an early example of suburban expansion and residential architecture in Halifax's southern suburbs. It is noted for its cottage form, and Georgian architectural style. The home is also important for its associations for its late owners; Uniacke, Stairs and Drysdale.

Southwest Properties has been working with WSP, Architecture49 and Goldsmith Borgal & Company Architects to prepare a heritage integration development proposal for the subject site. The proposal intends to revitalize Stairs House and bring it back to its original historic form while also sensibly integrating additional residential infill into the neighbourhood. The historic element of the site combined with a new development potential on the abutting lots presents a great opportunity for the adaptive re-use of a heritage property in Halifax. The proposed approach with preservation/reinstatement and architectural treatment of the new structures adhere to best practices as determined by our complete design team of WSP, Architecture49 and Goldsmith Borgal & Company Architects.

The following report includes a detailed analysis of the existing site and its surrounding neighbourhood. The project team used these analysis to inform our development proposal and planning application for the site.



1

NEIGHBOURHOOD ANALYSIS



CONNECTIVITY

As mentioned prior, the subject site is located between South Street and Harvey Street.

South Street is a major east west thoroughfare on the Halifax Peninsula for both personal vehicles and public transit. That being said, the street includes wide sidewalks and several pedestrian crossings, making it a safe and efficient thoroughfare for pedestrians as well.

Harvey Street is one of several streets within the nearby surrounding neighbourhood that experiences significantly less vehicular traffic. It is a local neighbourhood street that includes wide sidewalks and street trees, allowing for a more pleasant experience for both pedestrians and cyclists.

The proposed Stairs House development is located in a residential neighbourhood that is within close proximity to a variety of everyday uses as well as several major transit corridors. Therefore, residents living within this neighbourhood do not require a personal vehicle to access their daily needs. We have noted the following walking distances to prominent areas, corridors and amenities:

- Downtown Halifax (5 min)
- Waterfront Boardwalk (10 min)
- Universities (5-20 min)
- Grocery Stores (5 min)
- Victoria General (5 min) IWK (10 min) QEII (20 min)
- Barrington Street Transit Corridor (5 min)
- Spring Garden Road Transit Corridor (5 min)
- South Park Street Cycling Corridor (5 min)
- Hollis Street/Lower Water Street Cycling Corridors (5 min)

Other Amenities around the site (within 10 min walk):

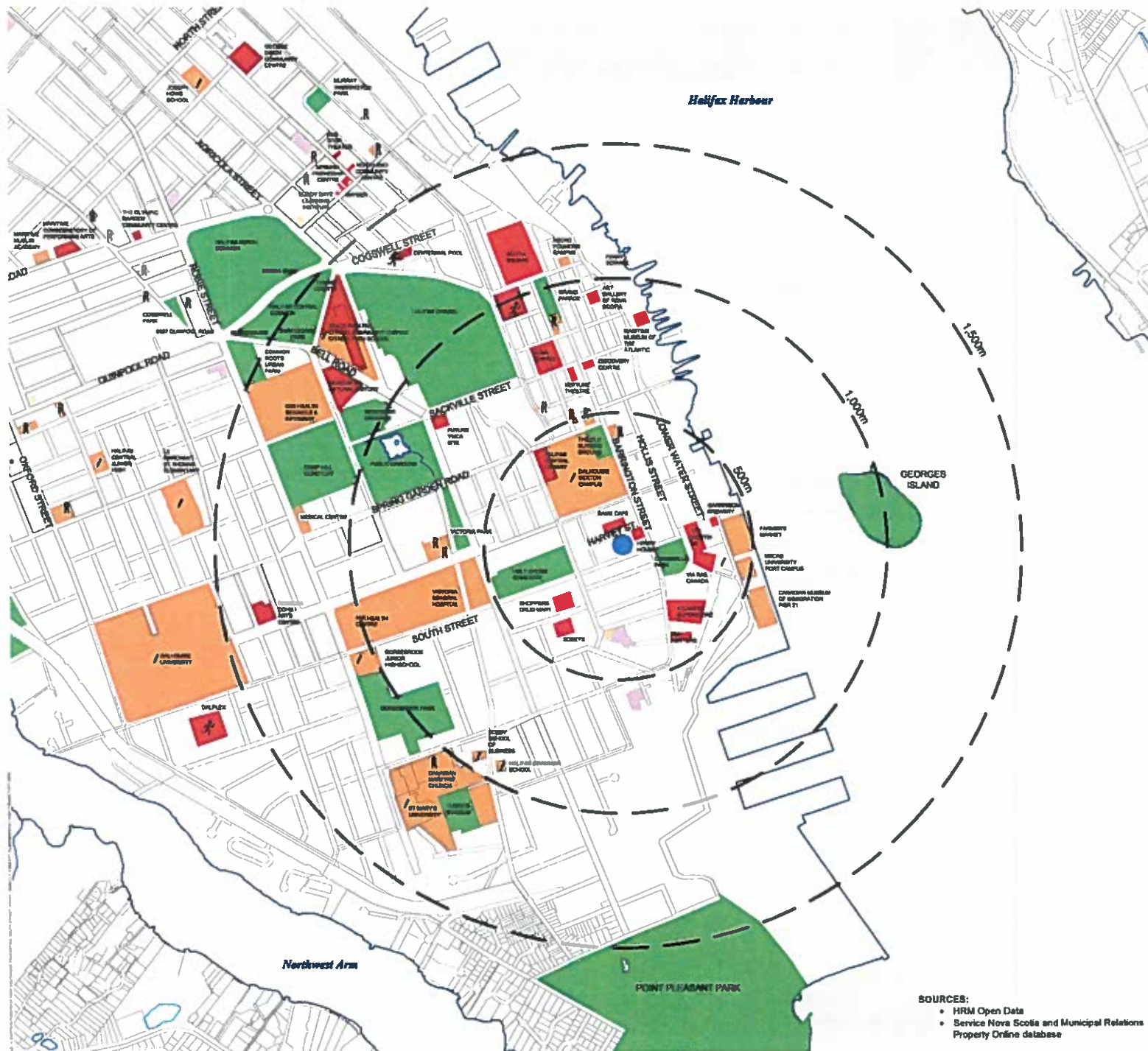
- VIA Rail Station
- Westin Nova Scotia
- Garrison Brewery
- Halifax Seaport Farmers Market

- Canadian Museum of Immigration at Pier 21
- Cunard Centre event centre
- Dalhousie Sexton Campus
- Halifax Central Public Library
- Bishops Landing
- Brewery Market
- Discovery Centre

Open spaces/parks around the site (within 20 min walk):

- Cornwallis Park
- Citadel Hill
- Victoria Park
- Public Gardens
- Georges Island National Historical Site
- The Halifax Commons
- Robie Urban Farm
- Point Pleasant Park
- Gorsebrook Park
- Holy Cross Cemetery
- The Old Burying Ground

Due to the fact that the subject site is within such close proximity to the above list of prominent areas, uses, corridors and amenities; it presents an ideal opportunity to encourage more intense forms of infill development. By enabling more density on the site, it will allow more residents to become part of this strongly connected neighbourhood.



- Site Area
- Open Spaces
- Commercial Spaces
- Institutional Spaces
- Religious Centers
- Schools
- Public Recreation Facilities

- Regional Amenity Map**
- Open Spaces:
- Ardmore Park
 - Campbell Cemetery
 - Common Roots Urban Farm
 - Conroy Park
 - Cornwall's park
 - Gorsebrook Park
 - Halifax Central Commons
 - Halifax Citadel
 - Halifax North Common
 - Holy Cross Cemetery
 - Larry O'Connell Field
 - Murray Warrington Park
 - Public Gardens
 - Saunders Park
 - The Old Burying Ground
 - Victoria Park
 - Wanderer Grounds

- Commercial Spaces:
- Bus Stop Theatre
 - Centennial Pool
 - Central Library
 - Citadel Community Centre
 - Dalplex
 - Discovery Centre
 - George Dixon Community Centre
 - Halifax Forum & Civic Centre
 - Maritime Conservatory of Performing Arts
 - Maritime Museum of the Atlantic
 - Museum of Natural History
 - Neptune Theatre
 - Oxford Theatre
 - Rebecca Cohn Arts Centre
 - Scotiabank Centre
 - Spatz Theatre
 - The Olympic Garden Community Centre
 - YMCA
 - Khyber Centre for the Arts
 - North End Community Health Centre
 - Mi'kmaw Native Friendship Centre
 - Delmore Buddy Days Learning Institute

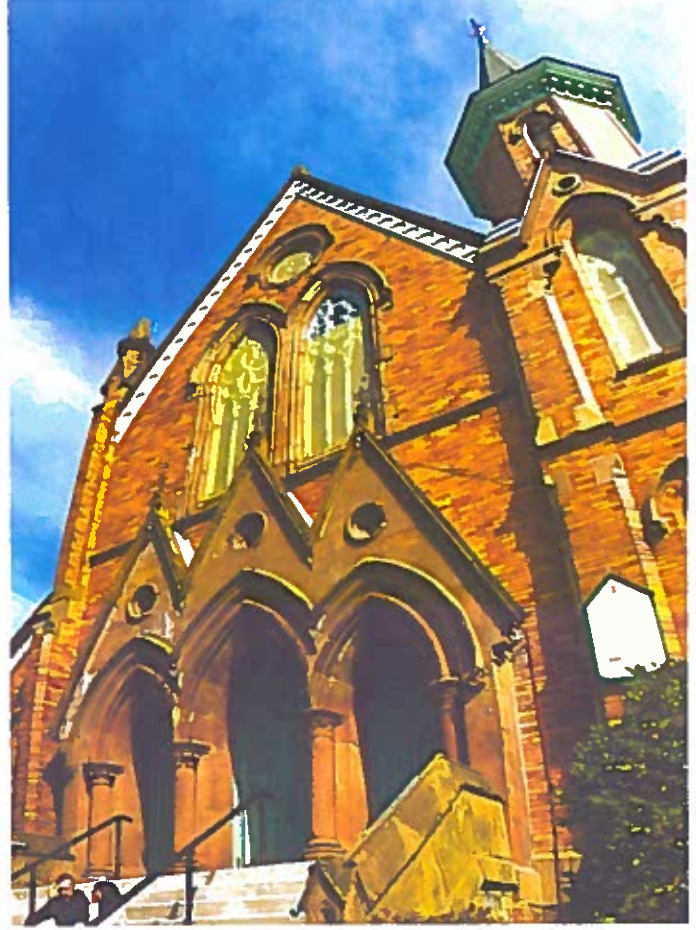
- Institutional Spaces:
- Canadian Museum of Immigration at Pier 21
 - Citadel High School
 - Dalhousie University
 - SMU University
 - Gorsebrook Junior High School
 - Halifax Central Junior High School
 - IWK Health Centre
 - Maritime Muslim Academy
 - Medical Centre
 - NSCAD Fountain Campus
 - NSCAD University Port Campus
 - Oxford School
 - QEII Health Sciences & Infirmary
 - Saint Thomas Elementary
 - Sir Charles Tupper Elementary
 - Victoria General Hospital

SOURCES:

- HRM Open Data
- Service Nova Scotia and Municipal Relations
- Property Online database

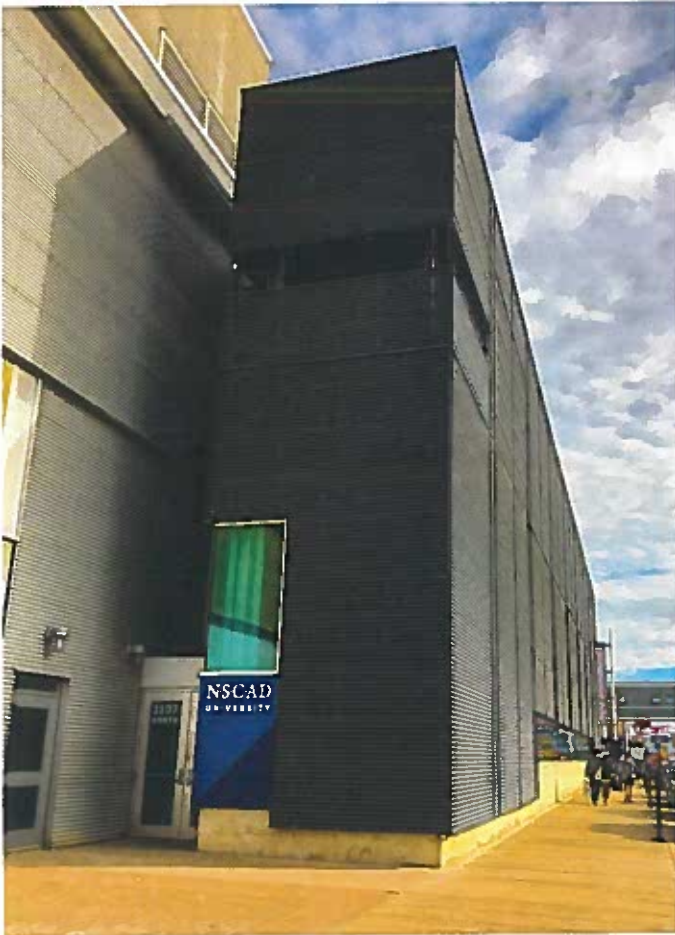


CONNECTIVITY





CONNECTIVITY





OPEN SPACES

The subject site is within walking distance to several public open spaces such as Cornwallis Park, Victoria Park. Other major park spaces such as Point Pleasant Park and the Halifax Common can be easily accessed from the site by using Transit or Cycling. Some of these spaces, such as Cornwallis Park, are not currently being uses to their potential. However, an increase in residents in the area may increase the demand for use of these spaces.

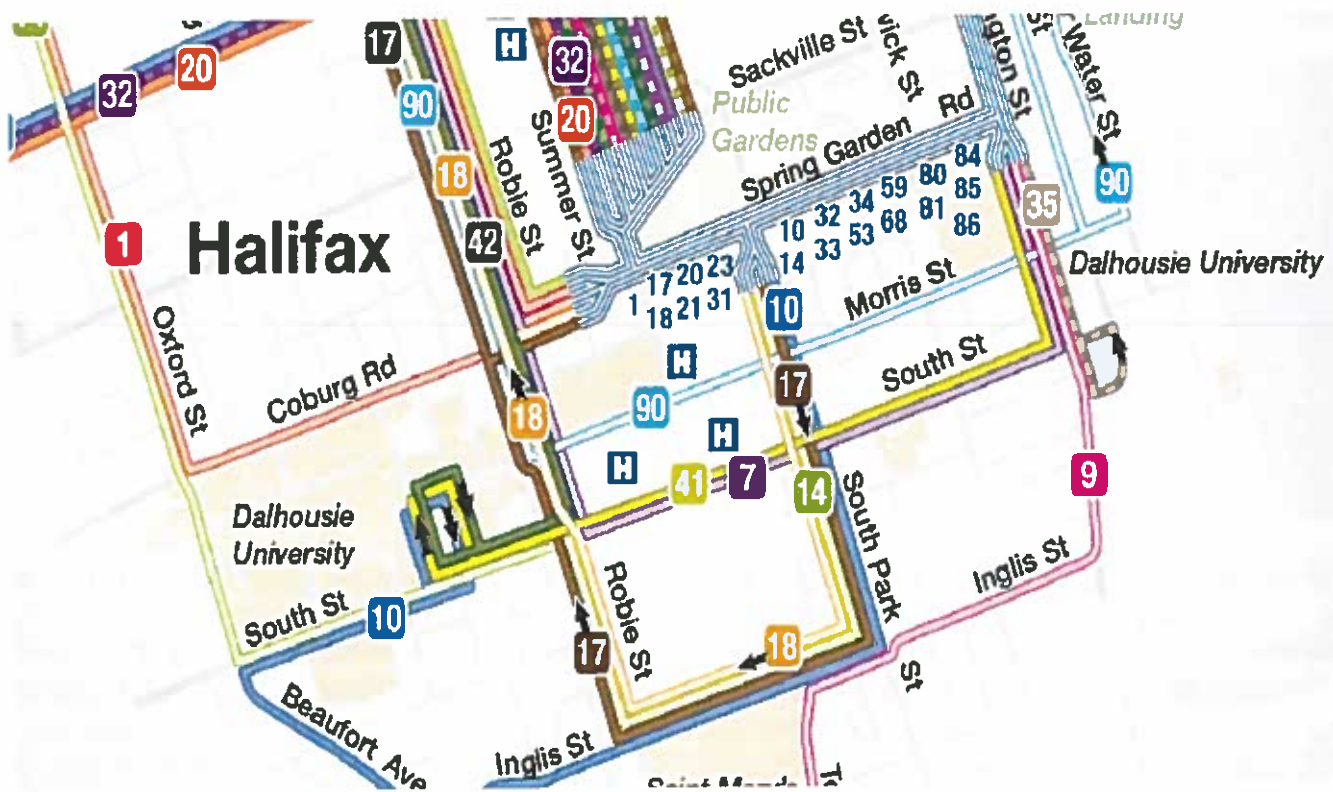
The neighbourhood also has limited informal open spaces that are typically at a smaller scale. This suggests a need to integrate common amenity spaces into new developments that will provide residents with additional spaces to gather and interact.





TRANSIT NETWORK

South Street, Barrington Street, Spring Garden Road and South Park Street are all major thoroughfares within the existing public transit network. All of these thoroughfares are within close walking distance to the subject site. The site has direct access to South Street that includes bus routes 41 and 7, both of which carry on to major transit terminals (i.e. Scotia Square & Dartmouth Bridge) where access is available to a variety of routes that connect to all regions of the municipality. In addition, the variety of routes that pass through Spring Garden Road, Barrington Street and South Park Street provide direct access to a several of regions of the municipality, eliminating the need to stop and switch buses. As noted prior, the majority of residents' everyday uses are within walking distance of the subject site. However, if residents require to access uses that are not within walking distance, they also have a variety of easily accessible public transit options that enable them to access these uses.





TRANSIT NETWORK





LAND USE CONTEXT

City blocks:

- o Moving east and south from the site, the city blocks get larger
- o In the same pattern, the zoning moves from small residential towards larger scale multi dwelling housing to the east and businesses, industrial and multi dwelling to the south.

Major surrounding zones:

- o R-2A general residential conversion
- o Park and institutional
- o R3 multi dwelling
- o Rc2: residential minor commercial

Downtown Context:

- o The site is located at the boundary of Downtown Halifax Secondary Plan Area, more specifically Precinct 2 of the Downtown Plan Area. The vision for this Precinct states:

“Barrington Street South Centred on the historic south Barrington Street spine and anchored by Cornwallis Park, this precinct serves as downtown’s southern gateway comprised of an eclectic mix of small to mid-sized specialty retail, restaurant and professional office uses.

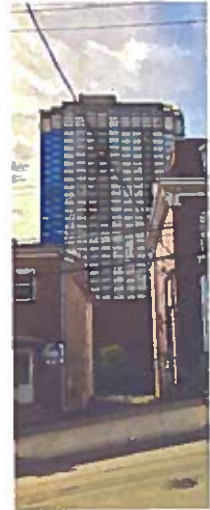
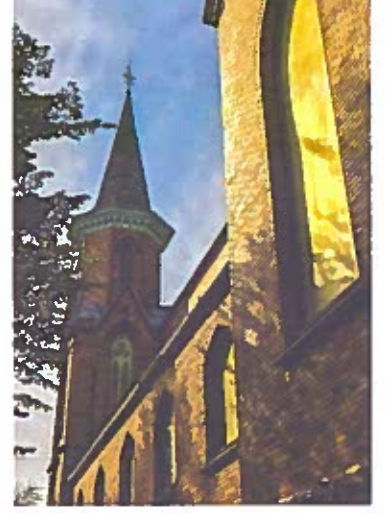
This precinct will serve as a renewed community focus for the surrounding neighbourhoods, while providing for a transition in scale and intensity between the downtown and the established low-rise residential areas to the south and west. The low to mid-rise heights, concentration of impressive historic buildings and the formal public square are defining qualities that lend to this precinct’s traditional ‘European’ charm and character.

Improvements to Cornwallis Park and its framing streetscapes will enhance the image and prestige of the park and serve as a catalyst for revitalizing the area. This will occur through the creation of a traditional urban square framed by continuous at-grade commercial uses, cafés, hotels and key civic destinations, including the train station. Specialty shops, restaurants and services will be drawn to the distinct architectural character of south Barrington and Hollis Streets, providing the local and surrounding residential population with convenience and complementary amenities.

Infilling of vacant lots combined with streetscape improvements will greatly strengthen the precinct’s role as a link between the south end, the Spring Garden Road area, the waterfront and the central downtown. Defining landmark developments and improvements will include the enhancement of Cornwallis Park to establish and formalize its civic function as the third anchor point in the triangle of downtown public squares, which includes the Grand Parade and Public Gardens. The park’s signature paving and landscape treatments will extend onto the surrounding streets and to the fronts of the framing buildings. The framing of Cornwallis Park will be completed with a signature development at its south face, which can integrate the existing grocery store function while providing a compelling architectural landmark and public art installations to terminate the Barrington and Hollis view corridors.”



LAND USE





NEIGHBOURHOOD CHARACTER

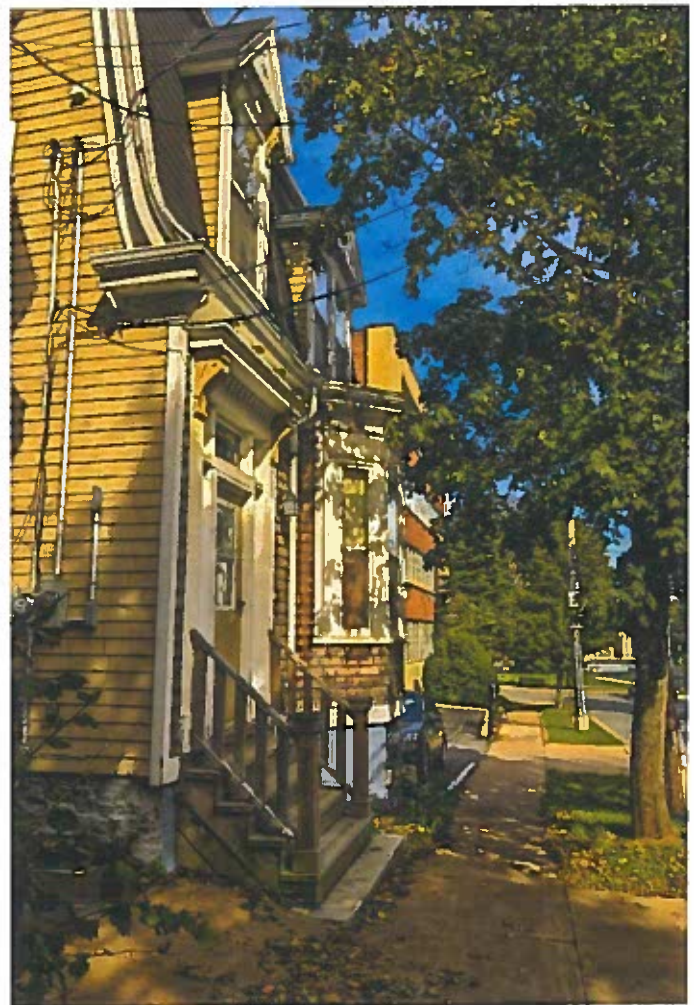
The context neighbourhood surrounding the subject site of the Stairs House is a unique, predominately residential area, that borders the vibrant Downtown. Many rental apartments suggest that there is a transient population in the area. The neighbourhood contains residential forms that vary in scale and type. The majority of residential uses are at a smaller scale in the form of townhouses, duplexes and semi-detached dwellings. Multi-unit residential buildings are also dispersed throughout the neighbourhood at a variety of scales ranging from 5 storeys to some buildings along Morris street that reach 15 storeys.

There is also a significant amount of surface parking areas within the neighbourhood that generally in two forms:

- Surface Parking Lots that exist adjacent to or within lots that contain commercial or multi-unit residential buildings.
- Surface Parking areas that exist within the neighbourhood blocks behind buildings

Both of these forms of surface parking areas provide an opportunity to introduce more infill development into the neighbourhood that is sensitive to its character and scale.

The context neighbourhood has a strong sense of heritage projected through the character of its buildings and streetscapes. A significant amount of buildings within the neighbourhood are of the historic Victorian style, and include materials, windows and entrances that represent the neighbourhoods historic suburban past. Through time, as the neighbourhood has become increasingly more urbanized, its historic character still remains despite the introduction of more modern buildings.





NEIGHBOURHOOD CHARACTER





NEIGHBOURHOOD CHARACTER



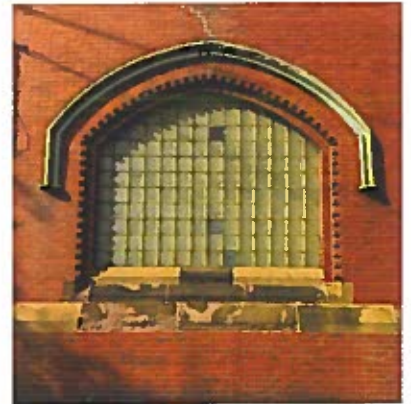
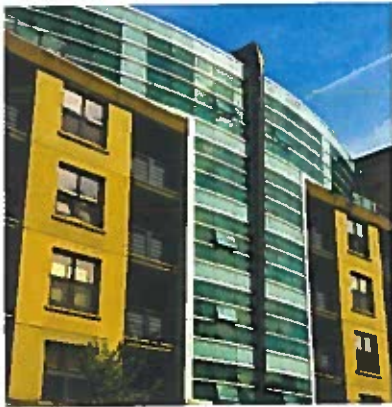


NEIGHBOURHOOD CHARACTER





NEIGHBOURHOOD CHARACTER





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NEIGHBOURHOOD CHARACTER

The neighbourhood is serviced with a number of surface parking areas located next to and behind buildings, as well as on vacant lots. The pedestrian experience is negatively impacted by these spaces as some of the empty lots and buildings occupy a number of traditional size blocks, creating a lack of architectural appeal. These parking areas also reduce the sense of direction due to their size and access constraints.

These issues can be mitigated by introducing new residential infill development into the neighbourhood that improves the pedestrian experience by adding more vitality to the streetscape.





NEIGHBOURHOOD CHARACTER

Some of the older buildings within the neighbourhood have located their services in areas visible from the street, including power metres and garbage disposal items. These service items are often located within the narrow spaces between buildings.

There is also a visible lack of bicycle infrastructure in the neighbourhood (i.e. bicycle parking areas and bike racks). As a result of this, bikes are being stored in unpleasant locations that are susceptible to theft.





NEIGHBOURHOOD CHARACTER

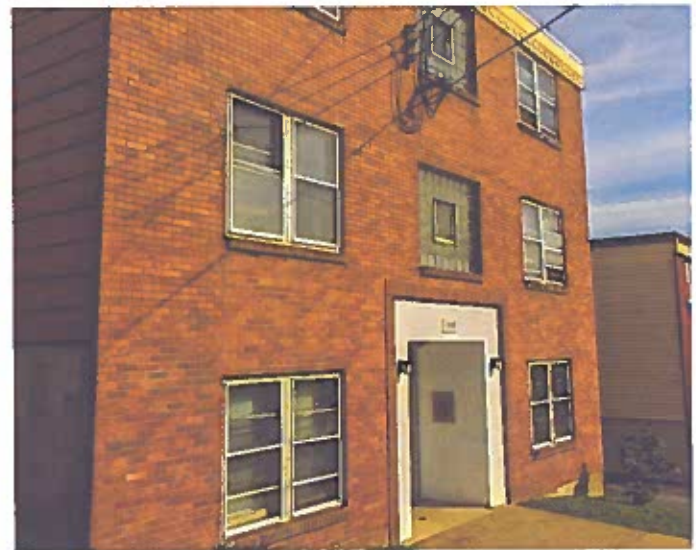
There is a mixture of old and new buildings in the neighbourhood. The architecture of various buildings have created a bridge between the heritage and modern design. There are also a number of other buildings seem to be stand alone and do not speak the character of the neighbourhood.





NEIGHBOURHOOD CHARACTER

There are a number of buildings in the neighbourhood that do not represent strong urban design principles and architectural practices. Such buildings are designed with their backs to sidewalks and include unfriendly facades that reduce the vitality of the streetscape. Some of these buildings also interrupt the pedestrian flow with exterior parking facing the street on the ground floor. Such buildings are not in harmony with the character of the neighbourhood.

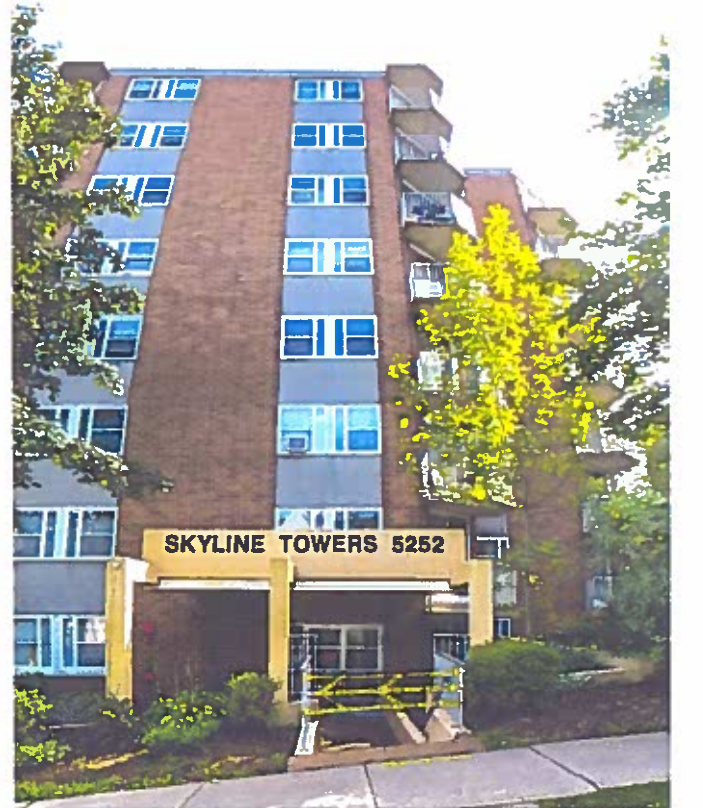




NEIGHBOURHOOD CHARACTER

There are number of high density and medium density Residential Developments within the context neighborhood of the subject site.







2 SITE ANALYSIS



EXISTING LAND REGULATIONS

The subject site consists of multiple legal parcels (PIDs: 00093146, 00093286 & 00093278) which are bounded by South Street and Harvey Street.

Physical Characteristics:

- The multiple properties combine to create a total site area of approximately 24,400 square feet (0.56 acres) (subject to survey). The subject site has approximately 100 feet of frontage on South Street and 200 ft. of frontage on Harvey Street.

Property Access:

- Existing access to the site is from South Street and Harvey Street.

Existing Planning Designation & Zoning:

- The subject properties are designated Regional Centre (Urban Core) under the HRM Regional Plan. The properties are designated Medium Density Residential under the South End Area Secondary Plan of the Halifax Municipal Planning Strategy. The properties are zoned R-2A (General Residential Conversion) under the Halifax LUB (refer to Figure 1). The Stairs House property (PID: 00093146) is designated as a Municipal Heritage Property. In order for Council to consider promoting investment in residential redevelopment at greater densities, amendments to the MPS and LUB are required to enable a DA at the subject site.



HERITAGE IMPACT STATEMENT



Cover image: partial image of water colour by Alexander Cavalié Mercer¹,

¹ Glenn Devaney, *"Halifax in Watercolour, the Paintings of Alexander Cavalié Mercer 1838-42"*, Nimbus Publishing, 2015, p.39



HERITAGE IMPACT STATEMENT

Introduction

Architecture49 and WSP have been retained by Southwest Properties Limited to develop a preliminary design for the property of the Stairs House and adjoining lands spanning between South and Harvey Streets in south end Halifax, for a residential redevelopment of the site. This report will examine the design with respect to its compliance with the Province of Nova Scotia's Heritage Property Act, and the City of Halifax's adopted Standards and Guidelines for the conservation of heritage properties.

The objectives of this report are to:

- Provide a description of the existing building and outline an understanding of its heritage value and character defining elements
- Provide a history of the evolution of the building and its site
- Describe the proposed alterations to the building and how those alterations meet the objectives of the City of Halifax and impact the existing site
- Outline considered alternatives to the proposed design
- Outline a schedule and reporting structure for the implementation of the proposed heritage strategy and its monitoring
- Provide a summary statement for this report and its heritage recommendations



HERITAGE IMPACT STATEMENT

Heritage Designation

The Stairs House was registered as a municipal heritage property in 1985. A copy of the related Form A (1982 development agreement) and Form B are appended to this report. The registration also included a research brief by Wayde Brown dated July 19, 1984, also appended, which will be referenced in this report.



Figure 1: Stairs House South Street Elevation

Statement of Significance and Heritage Value

The Stairs House, is a solid example of early residential suburban growth in Halifax away from the fortified original city grid. While it has endured some questionable additions of form and material, and has been converted to multi-tenant use, it has retained its essential original form and detailing and still presents to the street the clear image of a country Georgian cottage.

Dating to 1838, the building can be regarded as one of the older remaining residential buildings in the southern end of the city.



HERITAGE IMPACT STATEMENT

While the home was built Norman Fitzgerald Uniacke, son of prominent Nova Scotian Richard John Uniacke², it is best known for its associations with the second family to call it home, the Stairs family. William James Stairs who purchased the home in 1859, and his father William Machin, are well known for their strong ties to Nova Scotia's shipping, banking, manufacturing and political past.³

Stairs House is valued as an early example of suburban expansion and residential architecture in Halifax's southern suburbs. It is noted for its cottage form, and Georgian architectural style. The home is also important for its associations for its late owners; Uniacke, Stairs and Drysdale.

Character-Defining Elements

As the current listing pre-dates the formal listing of Character-defining elements and characteristics, we put forward the following relating to the Georgian style architecture of Stairs House including:

- one-and-a-half storey front volume with rear two storey volume and wing;
- Georgian classical style and symmetry;
- Scottish dormers in the local tradition on front roof;
- Palladian window in front central pediment gable;
- symmetrical five bay front façade with central entrance porch with low sloped roof;
- two end chimneys (west chimney to be confirmed);
- four 6/6 windows on the front façade;
- Tall western arched side window;
- Western bay windows and smaller eastern bay window;
- Ironstone foundation with exterior plaster parging with faux stonework coursing

Although not expressly protected by legislation, the building is also noted for its curved interior stair, and remaining moldings, casings and trims and surviving original layout.

² Wayde Brown, "Stairs House – South Street A Research Brief", 1984, p.2

³ Refer to James D. Frost's *The Stairs Fleet of Halifax: 1788-1926* for a good account of the family's business and political interests. http://www.cnrs-scrn.org/northern_mariner/vol22/tnm_22_283-308.pdf



HERITAGE IMPACT STATEMENT

Building Description

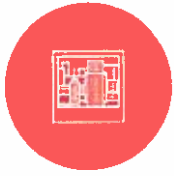
The Stairs House is situated at the civic address of 5241 South Street⁴ with a southerly exposure facing the street. The principle volume of the home is an approximately 62' long by 46' deep wood-framed storey and a half cottage with front pedimented gable centering two Scottish styled dormers. A small Palladian window is centered on the pediment and below sits a one storey flat roofed entry porch with entry on the uphill side elevation. Two windows flank the entry to either side.

To the rear, the eastern portion of the building's roof has been raised to two storeys. To the west sits a wing extension, approximately 26' wide and 28' deep, originally two storeys, in height, which has been later raised to three stories in height up to the main ridge line of the home.



Figure 2: From the Southwest showing rear wing with third floor addition

⁴ Formerly number 19 South Street



HERITAGE IMPACT STATEMENT

To the east wall of the home a narrow one storey wood frame addition has been added along with a small brick-clad addition. Both appear to be later early to middle 20th century additions.



Figure 3: From the Southeast showing later one storey additions

Foundations appear to be largely original ironstone masonry construction, parged to the exterior, with faux coursed stonework line work, with some later interior wall concrete and block wall additions.

The structure is assumed to be wood framing based on fire atlas entries and written descriptions. H Gerald Stairs noted difficulties encountered by electricians during early conversions of the home to apartments when drilling through a 'concrete' like material found to fill the cavities of wood framed walls.⁵ Whether the material remains is not known but suggests a cob or bousillage type infill.

Exterior cladding is currently vinyl siding which is anticipated to cover original wood shingle cladding. Extent or conditions of original trims is not known at this time. Given the lack of historical information on the construction of the home at this time, and with the covering claddings in place, removal of the vinyl siding will be required before any accurate description of the design of the building's claddings can be made, or assessments or recommendations for the restoration of the building's claddings.

⁵ H Gerald Stairs, *The Stairs of Halifax*, Nova Scotia Public Archives, 1955-62, p.55



HERITAGE IMPACT STATEMENT

The building has retains approximately two thirds to three quarters of its original windows and most appear to be in generally reasonable condition given their age, albeit requiring refurbishment. The remainder of the windows have been replaced with vinyl windows that are not appropriate to the building. Ad hoc Wooden exterior stairs provide egress from second and third floor corridor windows.

Sloped roofs are asphalt shingles while flat roofs are likely built-up bituminous roofing membranes.



Figure 4: Rear Elevations



Figure 5: Rear of east addition



HERITAGE IMPACT STATEMENT

For the purposes of this report access to the interiors was limited to the public corridor, one vacant unit and the building's basement as the building is otherwise occupied apartments at this time. Based on observations, the original interiors appear to have been left largely intact, with minimal interventions made to facilitate the division of the building into apartments. Original mouldings, trims, doors and casings are evident and the building retains its curved western staircase to the second floor. Mouldings of various periods are evident representing change and renovation through the early life of the home.



Figure 6: Interior Stair and side hall

While not subject to the designation of the building, the interiors of the building appear to represent a reasonably intact 19th home of some means, and present an opportunity to the development of the property. Apartment layouts generally respect the original layout of the home, with subdivide walls added in such a way as that each apartments received an original fireplace.



HERITAGE IMPACT STATEMENT



Figure 7: Upper SE unit fireplace

Style and Local Precedence and Context

The building is generally described as Georgian in style which is clearly evident in the symmetry and classical nature and referencing of its façade, and white colour, which Mercer indicates and colour investigation will be required to substantiate. Brown points out that Uniacke may have admired another recent south end home when having his house built, that being the Thorndean at what is now 5680 Inglis Street, built five years prior.⁶ Uniacke is also accredited with the construction neighbouring properties at old 21 South Street 'Hillside Hall' (demolished 2000s), and the home at the corner of Barrington and Harvey, the former Halifax

Ladies College building (demolished 1960s)



⁶ Wayde Brown, "Stairs House – South Street A Research Brief", 1984, p.5

Figure 8: Thorndean <http://www.historicplaces.ca/en/rep-reg/image-image.aspx?id=7288#1>



HERITAGE IMPACT STATEMENT

Extended Site and Other Buildings

The surrounding site is predominantly low rise construction with older historical homes and apartment buildings mixed with newer, generally larger apartments and mixed use developments. The site adjoins many historical buildings that will form part of the future South Barrington Heritage District including the 1865 Gerrard Lodge and the 1834 Henry House. Immediately on South Street the home is adjacent notable listed homes such as numbers 5366, 5370, and 5374 as well as notable immediately adjacent addresses such as 5228, 5236, and 5241 South Street (unregistered properties) . The area in general maintains a strong historical character, even if it suffers from a lack of attention to proper maintenance.

The historical site of the Stairs House will be discussed in the History portion below. In short, an original five lot site has been reduced over time to three lots, with two eastern lots sold off and presently occupied by free-hold townhouses. On the remaining three lots sits the Stairs house proper, a rear mid-block apartment building, and a two storey apartment building facing Harvey Street. The Harvey Street building is now a separate address. An additional lot to the north west at 5240 to 5246 Harvey Street with its own two storey apartment building is being added to the site to square off the development.

The mid-block apartment building is a three storey structure. It is could be the original rear yard 1 ½ storey barns or carriage sheds for the Stairs House with the roof removed and an additional 1 ½ storeys added. 1980's development drawings however indicate the building has a full basement, which would call this theory into question. Those Drawings are appended to this report.



Figure 9: Old Carriage House - South Elevation



Figure 10: Old Carriage House - From the north-east

The Harvey Street address attributed to the Stairs House, 5230 Harvey Street, is a two Storey clapboard clad structure, which appears to have been previously one storey with a second floor added. This appearance, plus the foot print of the building and the outline of the original out building shown on the property leads to the speculation that this is the masonry building shown on Hopkins Atlas to be described later. This speculation has not been substantiated through destructive investigation.



HERITAGE IMPACT STATEMENT

The building at 5240 Harvey Street is similarly a two storey clapboard clad structure. It has shallow projecting front bay windows, pedimented roof and entry, and a western side porch. A stone wall fragment remains adjacent the side porch, reminiscent of the stone walls depicted in the cover illustration and known to border the Stairs home. Based on fire atlas plans this building is likely the first built on the site, though the indicated masonry on Hopkins' plan suggests it may be the second.



Figure 11: 5230 Harvey Street (foreground, 5240-46 background)



Figure 12: 5230 - 46 Harvey Street South elevations



HERITAGE IMPACT STATEMENT

History

In the middle of the nineteenth century Halifax is expanding beyond its original fortified city boundaries and about to experience great growth and change. The detail of the 1830 map below illustrates the beginnings of that change with the old town grid to the right edge and newer subdivisions to the top and left with the lots highlighted in red representing the approximate land acquired by Norman Uniacke for his retirement home in his native Halifax. These lots represent some of the earliest subdivision of what had been up to that time largely cleared fields for defense and agriculture.

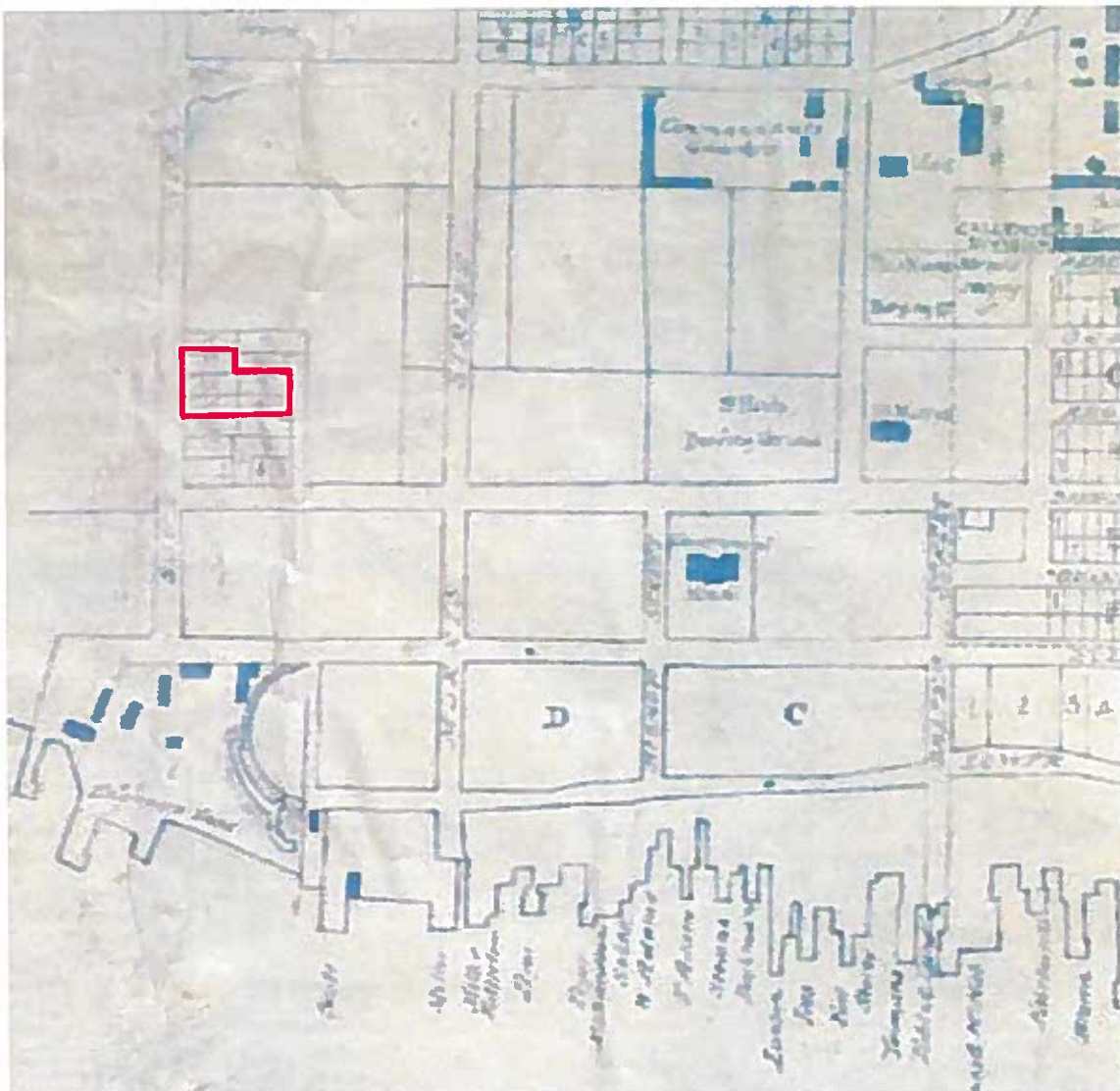


Figure 13: Plan of the Town of Halifax Including the North and South Suburbs, 1830



HERITAGE IMPACT STATEMENT

Examining Alexander Cavalié Mercer's water colour (see cover image) it is interesting to note the detail of the house and the quotation Devanney attributes to Mercer.

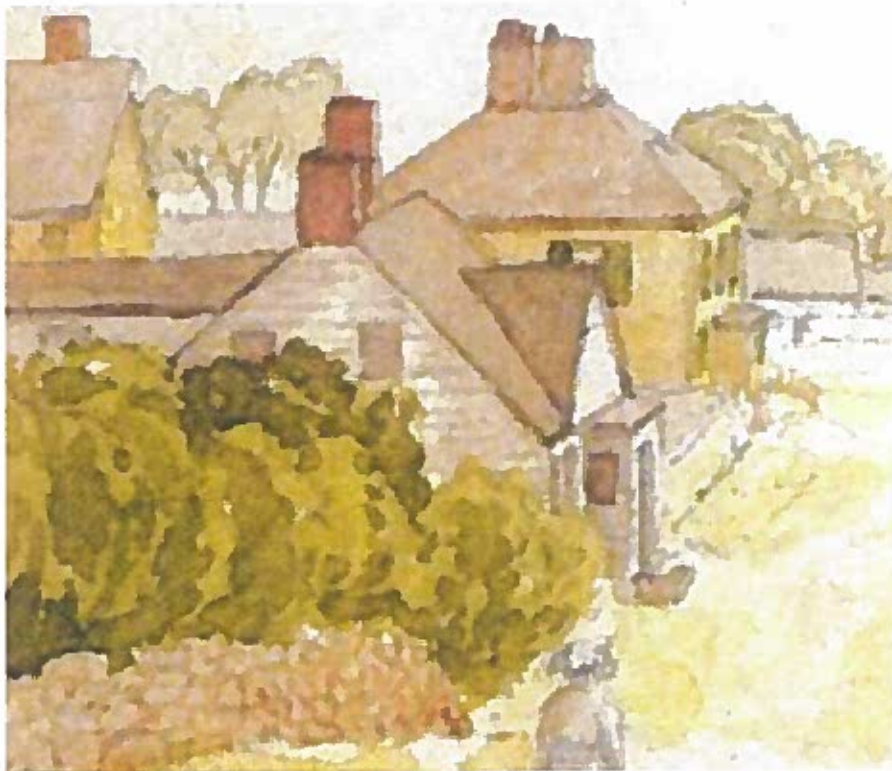


Figure 14: Mercer watercolour detail.

"Georges island in Halifax Harbour from Ft. Massey 31 August 1841.
Field on right is now all built upon (1845)".

While certainly an amateur painting for pleasure, it can be inferred by his military background, corrective notations on other works, and general good quality of his work that Mercer did strive for accuracy. It is interesting to note Mercer clearly shows a two storey wing to the rear of the building as well as the pediment gable front over an entry porch with front central door, with dormers yet to come. The overall image is certainly a pastoral one; a white Georgian cottage on the edge of town overlooking field and harbour.



HERITAGE IMPACT STATEMENT

The illustration, is interesting when contrasted against H Gerald Stairs' account of the history of the home in his *The Stairs of Halifax*, in which he dates the rear wing of the house to 1863 and the efforts of William James Stairs who had moved in four years prior, September 30, 1859.⁷ Brown likely uses the same source for his dating of the rear wing as well.

William Stairs noted on August 29th, 1861 in his diary " ... Have had large dormer windows put in the chambers upstairs, and had the southern roof shingled and the house all around painted, and a coat put on the stable."⁸ And again in 1863 notes "The summer of 1863 we altered the house, taking away the back part and making a large addition, which cost about £1,500."⁹, thus confirming the earlier rear wing shown by Mercer, and its 1863 replacement.

The 1878 Hopkins fire insurance plan for Ward 1 is the first recorded plan of the property noted as 19 South Street and shows the home with rear wing and also notes two wooden sheds immediately behind the home, as well as one masonry building facing Harvey Street with a small wooden structure behind it.

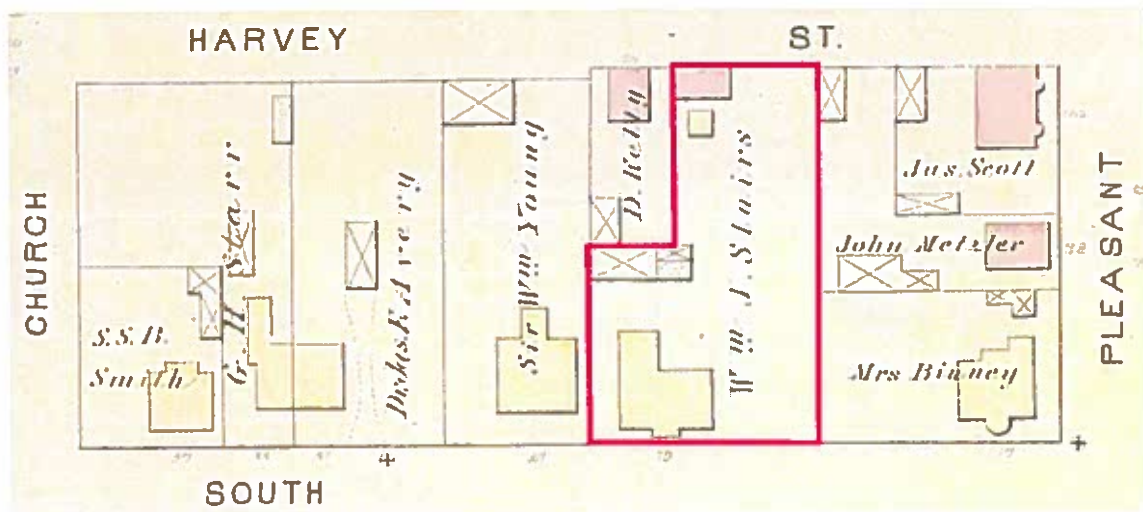


Figure 15: 1878 Hopkins Atlas Plate J (detail)

⁷ H Gerald Stairs, *The Stairs of Halifax*, Nova Scotia Public Archives, 1955-62, p.55

And the *Diary of WJ Stairs*, p.49 "into this house on September 30th; have found it very com-fortable"

⁸ *Diary of WJ Stairs*, p.59

⁹ *Diary of WJ Stairs*, p.62



HERITAGE IMPACT STATEMENT

The 1895 fire atlas shows the property as unchanged with the added detail of building heights added. The main house is noted as 1 ½ and 2 storeys, with the rear sheds as 1 ½ and 1 storey. The masonry building and shed facing Harvey Street are both noted as one storey.

In 1906 William Stairs passes away in the house, followed months later by his wife.¹⁰ In 1908 the home is eventually sold to lawyer, MLA, Attorney General, and Supreme Court Judge Aurthur Drysdale who would live in the home until his death in 1922.¹¹

The 1914 Fire atlas shows the addition of a small rectangular glass green house between house and sheds.

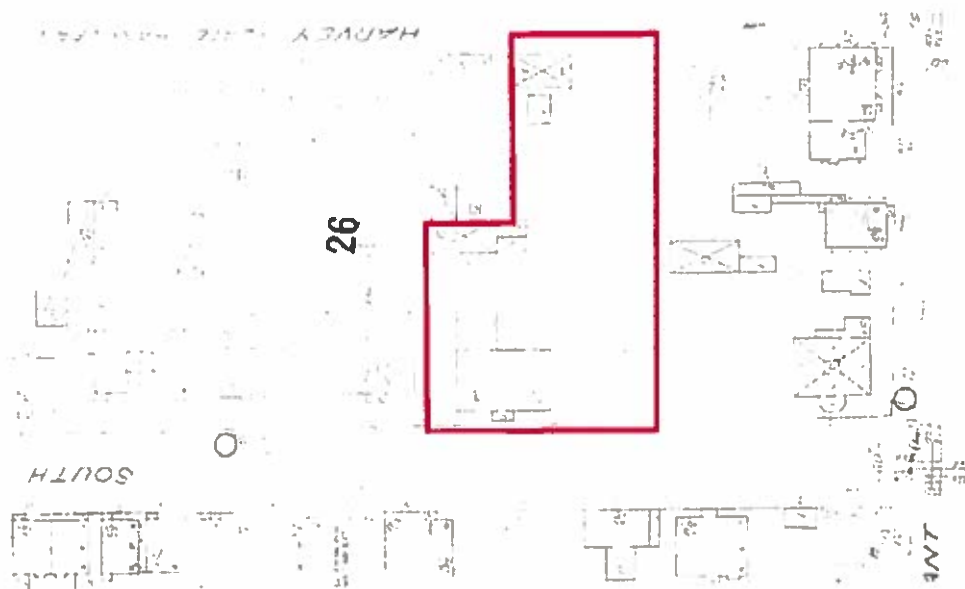


Figure 16: 1895 Fire Atlas detail

¹⁰ Wayde Brown, "Stairs House – South Street A Research Brief", 1984, p.5

¹¹ Wayde Brown, "Stairs House – South Street A Research Brief", 1984, p.1



HERITAGE IMPACT STATEMENT

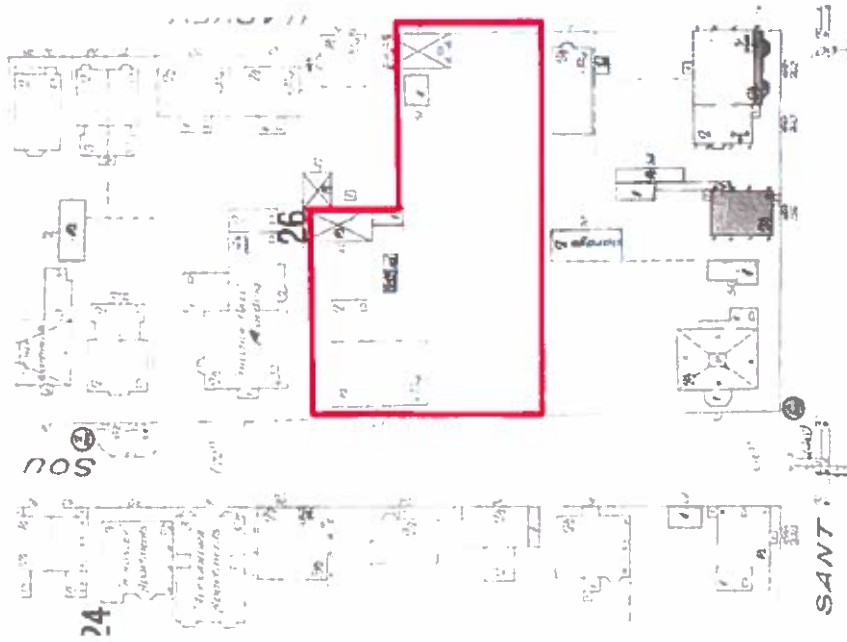


Figure 17: 1914 Fire Atlas detail

In 1927 Samuel Frame takes ownership of the property, moves in and divides the building into apartments. The 1951 Fire Atlas shows that the two eastern lots of the property have been sold to the federal government who have built a long narrow through-block office annex building for the adjacent RCAF headquarters at the corner of South and Barrington Streets. H Gerald Stairs claims that the during the time of writing his book, sometime during 1955 to 62, that the house was also used by the RCAF as offices.¹²

It appears the air force had little time for gardening. The green house has been removed from the plan and the smaller of the rear sheds has been enlarged to the full depth of the adjacent shed and labeled autos.

It is with this plan that we also see the addition of the narrow one storey strip along the eastern side of the house and the square masonry one storey addition again to the east. The slope notation for the roof also changes losing the rear slope tick suggesting that the rear portion of the roof has been raised at this point.

Along Harvey Street the masonry building remains, though the shed has disappeared and two new sheds have appeared along the property line.

¹² H Gerald Stairs, *The Stairs of Halifax*, Nova Scotia Public Archives, 1955-62, p.55



HERITAGE IMPACT STATEMENT

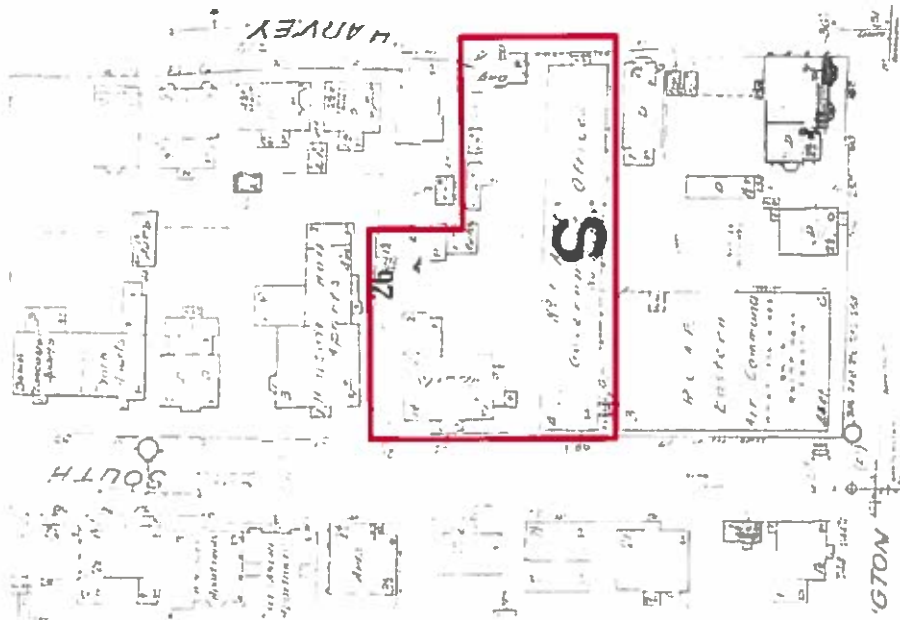


Figure 18: 1954 Fire Alarm detail

In the mid-1980's Southwest Apartments Limited and the City of Halifax entered into a development agreement for the property and subsequent additions and alterations were made to both the home and the rear building, with third floors added to each at this time.

Given the limited known historical development on the site, all areas of the site would represent areas of archeological concern.



HERITAGE IMPACT STATEMENT

Early Photographs



Figure 19: early view looking east¹³



Figure 20: c. 1865¹⁴

¹³ Archives of Nova Scotia

¹⁴ Heritage Trust of Nova Scotia, *The Griffin*, vol. 28 No.3, September 2003, p.1



HERITAGE IMPACT STATEMENT

Proposed Alterations

The proposed project consists of the construction of an eight storey apartment building to be connected to and north of the Stairs House. Stairs House will serve as the principle entry to the building and provide common room facilities. The addition will also front on Harvey Street and will contain two floors of underground parking accessed from Harvey Street.

Alterations to the Stairs house will include;

- Restoration of its exterior claddings openings and finishes.
- Partial restoration of the gabled cottage roof line of the building particularly at its northern corners.
- Removal of the eastern wood and brick clad one storey additions.
- Reinstatement of the eastern side porch and its associated eastern lawn (see figure 20).
- Restoration of the South Street entry porch, including its eastern entrance, and re-instatement of south street fencing along the front and east lawn of the building.
- Re-instatement of the western chimney above the roof line, provided stable interior chimney remains.
- Removal of the rear addition of the home for the new addition.
- Retention of the existing interiors for new entry common areas, with selective alterations to suit circulation and program.

Approach

The approach to the work is generally one of *preservation* and *re-habilitation* of retained portions of the existing structure, with *restoration* of removed portions of the existing building and altered elements of the building not in keeping with the original cottage design of the building.

The proposed addition, is located entirely to the rear of the building with a setback of its principle massing. This location and set back are intended to allow the original home to present as a cottage with lawns set within its urban condition.

Proposed Design

Design decisions around restoration of the original claddings and detailing of the home will be made after exposure and assessment of the underlying wood cladding. It is anticipated that these investigations along with the available historical photos of the building should be sufficient for the conservation and restoration of the original building form in keeping with Parks Canada's *Standard and Guidelines*.

Design of the rear addition focuses on the presentation of a simple rectilinear mid-rise form, with a lower three storey base along its Harvey Street elevation in keeping with the proportion and scale of that street,



HERITAGE IMPACT STATEMENT

The articulation of the new masses is a modern adaptation of the vernacular residential scale of the neighbourhood in general, with attention to the English classical revival Georgian principles of restraint and symmetry.

Considered Alternatives

Alternative designs were considered with respect to the full retention of the existing house, particularly the rear wing. The complexities of creating clear fire separations between an older wood frame building and a newer non-combustible building along with the reduced development capacity of the remaining portions of the property presented reasonable practical and financial issues for the Owner. While the wing is of a time and construction that complements the existing house, we believe that the overall heritage value of the property is not adversely affected by its removal, and indeed its removal facilitates the retention and conservation of the principle form and body of the building.

Schedule and Strategy

While the project will follow the laid out procedures for approvals and permitting of the work, we offer the following commentary on proposed heritage scope of work development:

- Existing conditions drawings will be finalized for record submission.
- Documents outlining a conservation strategy will be prepared including known extents of work and anticipated extents of work. These will be reviewed with City Staff and will form the basis for building permit and construction documents.
- Detailed selective demolition drawings outlining the separation and protection of the retained building.
- Excavation of a heritage site and artifact recovery plan will be prepared.
- The preparation of a construction monitoring plan will be prepared outlining the documentation and monitoring of the protection of the retained historical elements of the building.

Summary

The historic value of the Stairs House is recognized by the project through the restoration of its principle mass and form, and indeed the Stairs house will form the principle identifying entrance to the new residencies and remain accessible to all residences as common facilities. The project retains the historical value of the existing building while increasing the viability of the project through a dense modern addition. The proposed development will restore a historically significant South Street build and serve as a model for the adaptive re-use of similar heritage buildings in the surrounding neighbourhood. The addition will be a complementary modern design, subordinate to the original historical building, while a density that enables project feasibility within its urban context.

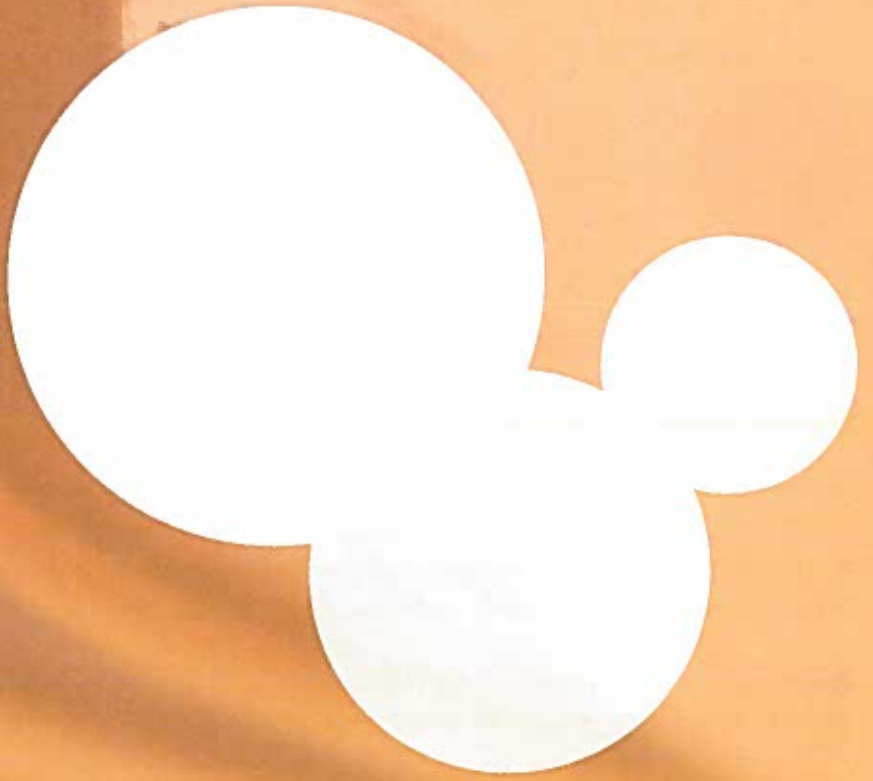


SUN & SHADOW

As shown on the diagram, the southwest and southeast part of the site is getting most of the direct daylight hours. The future design of the site should take this into consideration both in terms of utilizing this site feature and to mitigating the shadow impacts on the adjacent buildings.







3 PLANNING POLICIES



PLANNING POLICIES

1. INTRODUCTION

1.1 Overview

On behalf of our client, Southwest Properties, Architecture49 (A49) and WSP Canada Inc. (WSP) are pleased to submit an application to amend the Halifax Municipal Planning Strategy (MPS) and Halifax Peninsula Land Use By-law (LUB) to create a Development Agreement (DA) or a new zone that enables a 106-unit heritage integration development at the site of the Stairs House, South Street, Halifax.

Based on the existing policies of the Halifax Municipal Planning Strategy (MPS), we understand that the proposed development project requires an amendment to the MPS and the Halifax Peninsula Land Use By-Law (LUB).

A summary of site's characteristics, the proposed development's features and its applicability to Policy 2.5 of the MPS is provided in the following report.

2. SITE CHARACTERISTICS

2.1 Location

The subject site consists of multiple legal parcels (PIDs: 00093146, 00093286 & 00093278) which are bounded by South Street and Harvey Street.

2.2 Physical Characteristics

The multiple properties combine to create a total site area of approximately 24,400 square feet (0.56 acres) (subject to survey). The subject site has approximately 100 feet of frontage on South Street and 200 ft. of frontage on Harvey Street.

2.3 Property Access

Existing access to the site is from South Street and Henry Street.

2.4 Existing Planning Designation & Zoning

The subject properties are designated Regional Centre (Urban Core) under the HRM Regional Plan. The properties are designated Medium Density Residential under the South End Area Secondary Plan of the Halifax MPS and are zoned R-2A (General Residential Conversion) under the Halifax LUB (refer to Figure 1). The property in which the Stairs House currently exists is designated as a Municipal Heritage Property in HRM. In order for Council to consider promoting investment in residential redevelopment at greater densities, amendments to the MPS and LUB are required to enable a DA at the subject site.



PLANNING POLICIES

3. PROPOSED DEVELOPMENT

3.1. Development Summary and Design Rationale

The project property is located between South Street and Harvey Street in the South Barrington neighborhood of Halifax. The surrounding neighborhood is a mix of medium to high density residential properties of various vintage. The South Street portion of the property is currently the location of a registered heritage building that is an excellent example of country Georgian cottage style. The site is also currently home to aged residential rental properties and is surrounded by multi-family residential properties. The new development will retain the current use while increasing urban density on the site.

One of the main design intentions is to restore the heritage building on South Street to its original form and design. This includes the restoration of several elements that have been removed over the years, the removal of the existing addition, and reinstatement of the side porch. A rear addition will be added to incorporate more residential units and this portion of the work will be continuous through the block to Harvey Street. The new addition will be sensitive to the heritage property by providing a visual separation between the two buildings, stepped height increases and design elements that reduce the appearance of the mass of the centre portion of the project. The detailing of the new portion of the building will be subdued so as not to overpower the heritage detailing of the existing building.

The Harvey Street façade will be setback to the same streetwall of the adjacent buildings and will be in-line with the existing streetwall height. This will allow for continuity of the streetscape and a more cohesive neighborhood. The upper storeys will be setback from the streetwall allowing for the density of the site to be concentrated at the centre. The aesthetics and detailing of the building are focused primarily at the street level where pedestrian interaction occurs. The upper portions are simple in detail and light in color. The roof line slopes from the high point along the Harvey façade to the South façade to imply a lower mass along South. This allows a decreased appearance of mass in relation to the heritage building.

The building has 2 floors of underground parking, 7 storeys of residential units and amenity space mixed throughout the property.

The proposed approach to the adaptive reuse of this heritage building is as a result of a collaborative work between WSP, Architecture49 and Goldsmith Borgal & Company Architects. This approach follows best practice and uses a Heritage Impact Statement as a basis for the design. The project has been presented to HRM Heritage team at various occasions and the approach has benefited from the comments received from HRM Heritage Staff as well.



PLANNING POLICIES

3.2 Development Breakdown

The breakdown of the proposed residential development is as follows:

Residential Units

- 60 one bedroom
- 46 two bedroom
- **Total:** **106 units**

Amenity Space

- Level 1 (existing building) 2400 SF
- Level 1 (new addition) 557 SF
- Level 3 500 SF
- Rooftop Patio Space: 3,265 SF
- **Total:** **6,722 SF**

Parking

- **Total:** **85 stalls**

Bicycle Parking

- Bicycle parking will be provided as per LUB requirements.

4 ADDRESSING POLICY 2.5

4.1 Policy Understanding

As part of the planning process for site specific Municipal Planning Strategy (MPS) amendment requests, in particular, a significant justification is required as part of the application. The proposed redevelopment of the Stairs House intends to incorporate quality elements of built form that respond to existing community context and promote complete, vibrant and walkable communities that are supported and encouraged by the Regional Municipal Planning Strategy (RMPS) and the MPS.

We understand that amendments to an MPS are not considered unless it can be shown that circumstances have changed since the document was adopted to the extent that the original land use policy is no longer appropriate. For this case, the subject site contains a valuable heritage resource; therefore, the applicant believes that appropriate future development of the site can be achieved through a discretionary planning process including a site specific amendment that enables a DA. This process will allow city planning staff, members of the public and members of Regional and Community Councils to provide input on the proposed development.

This development proposal is a particularly important opportunity as it will allow for adaptive re-use of a heritage property. The development intends to retain and rehabilitate the heritage building that exists within the subject site. The proposed multi-unit building addition will introduce new housing stock into the neighbourhood that is designed to complement, but not compete, with the surrounding uses and designs.



PLANNING POLICIES

4.2 Pursuant MPS Policy

The applicant is proposing a site specific amendment pursuant to Policy 1.1 of the MPS:

1.1 Residential neighbourhoods shall be maintained and expanded by encouraging retention and rehabilitation of existing structures and units and by permitting new stock through infill and complementary redevelopment.

The proposed Stairs House development intends to retain and rehabilitate the heritage building that exists within the subject site. The proposed multi-unit building addition will introduce new housing stock into the neighbourhood that is designed to complement surrounding uses. Please note the following considerations:

Appropriate scale, height, and massing of the building:

On South Street, the proposed development is located next to a 5 storey multi-unit residential building to the west and a row of 3 storey townhouses to the east. The townhouses face perpendicular to South Street and another 4 storey multi-unit residential building is located directly east of them. The proposed multi-unit addition to the Stairs House is compatible in regards to scale and use with the existing buildings that front on South Street.

On Harvey Street, the proposed development includes a 3 storey streetwall that is consistent with the existing scale of adjacent residential uses on the street. The materials and articulation of the streetwall were carefully chosen to minimize disruption of adjacent residential uses.

Adequacy of parking provided;

The proposed development contains 106 residential units and 86 underground parking spaces. Considering the location of the site and its proximity to the downtown, the applicant does not anticipate that the building will require a significant parking demand.

Safe accesses to the site and building:

The proposed development includes three separate pedestrian access and one vehicular access for underground parking.

The principle pedestrian access is located along the Harvey Street frontage. The other two pedestrian accesses are located along the South Street frontage, one of which is through the historic entrance to the Stairs House building, the other is via a walkway along the western property line that connects to the proposed multi-unit addition. All pedestrian access are slightly setback from the sidewalk to ensure safety and also to be in keeping with the character of the neighbourhood.

The proposed vehicular access to the underground parking is located on the westerly edge of the Harvey Street frontage. The entrance door to the underground parking is setback from the sidewalk to ensure vehicles entering and exiting the structure have sufficient amount of time and space to check for pedestrians.



PLANNING POLICIES

Location, form and function of common amenity space:

The proposed development intends to provide a combination of indoor and outdoor common amenity space for its residents. The interior of the Stairs House heritage building will be used as common indoor amenity space, allowing all residents within the development to utilize this historic space as a place to gather and interact. The outdoor common amenity space is located on the rooftop of the multi-unit addition. This outdoor space will offer spectacular views of the Harbour and the Downtown and is set back from the edge of the roofline to ensure safety and the privacy of adjacent uses.

Adequacy of the servicing capacity of the site:

Please refer to the Attached Servicing Schematic

4.3 Heritage Policy:

A portion of the proposed Stairs House development is located on a lot on which a registered heritage building is situated. Policy 6.8 of the Halifax Municipal Planning Strategy enables owners of properties with registered heritage buildings to apply for a Development Agreement (DA) or change in use not otherwise permitted by the land use designation and zone. Such applications are subject to a list of considerations that the DA and design proposal must address. While the proposed development will require a MPS Amendment, Policy 6.8 provides a good policy framework in addressing heritage adaptation projects.

The following table outlines the considerations associated with Policy 6.8 of the MPS and rationale as to how the Stairs House Design adheres to each of them:

Policy 6.8: In any building, part of a building, or on any lot on which a registered heritage building is situated, the owner may apply to the City for a development agreement for any development or change in use not otherwise permitted by the land use designation and zone subject to the following considerations:



PLANNING POLICIES

POLICY 6.8 CONSIDERATIONS:	RATIONAL FOR STAIRS HOUSE:
(i) that any registered heritage building covered by the agreement shall not be altered in any way to diminish its heritage value	Please refer to the Heritage Impact Statement in Section 2: Site Analysis of this report.
(ii) that any development must maintain the integrity of any registered heritage property, streetscape or conservation area of which it is part	The proposed multi-unit portion of the building is set back significantly from the restored Stairs House heritage portion. This significant setback was implemented to ensure that the integrity of the existing streetscape along South Street and the Stairs House relationship to the street is maintained.
(iii) that any adjacent uses, particularly residential use are not unduly disrupted as a result of traffic generation, noise, hours of operation, parking requirements and such other land use impacts as may be required as part of a development	<p>Disruption on Adjacent Residential Uses: On South Street, the proposed development is located next to a 5 storey multi-unit residential building to the west and a row of 3 storey townhouses to the east. The townhouses face perpendicular to South Street and another 4 storey multi-unit residential building is located directly east of them. The proposed multi-unit addition to the Stairs House is compatible in regards to scale and use with the existing buildings that front on South Street. On Harvey Street, the proposed development includes a 3 storey streetwall that is consistent with the existing scale of adjacent residential uses on the street. The materials and articulation of the streetwall were carefully chosen to minimize disruption of adjacent residential uses.</p> <p>Traffic Generation: Please refer to the Attached Traffic Impact Statement</p> <p>Noise: The proposed development only includes residential land uses in the form of a multi-unit building. Existing buildings located to the east and west of the subject site are very similar in scale and use; therefore the applicant does not anticipate any disruption will be generated in regards to noise.</p> <p>Hours of Operation: The proposed development only includes residential land uses, which is compatible with the all existing buildings within a block radius. The hours of operation of the proposed development will not disrupt adjacent uses because they are the same type of land use as what the applicant is proposing; therefore they would have the same operating hours.</p> <p>Parking Requirements: The proposed development contains approximately 106 residential units and approximately 86 underground parking spaces. Considering the location of the site and its proximity to the downtown, the applicant does not anticipate that the building will require a significant parking demand.</p>



PLANNING POLICIES

<p>(iv) that any development substantially complies with the policies of this plan and in particular the objectives and policies as they relate to heritage resources</p>	<p>Policies 6.1 – 6.8 of the MPS outlines various objectives and guidelines with regards Heritage Resource’s in Halifax. These polices aim to preserve and enhance sites that reflect the City’s past historically and/or architecturally. The policies aim to regulate the demolition and exterior alterations of historical resources and secure inducements for retention, maintenance and enhancement of registered heritage properties. For reasons outlined in the various sections of this table, the proposed development is in accordance with Heritage Resource Policies 6.1 – 6.8 of the MPS</p> <p>In regards to compliance with the overall policies of the MPS, the proposed development is in accordance with Policy 6.8, which enables owners of properties with heritage buildings to enter apply for a DA. As noted in this table, the proposed development meets all of the conditions associated with Policy 6.8. Therefore, the applicant strongly believes that the development substantially complies with the overall intent of the MPS.</p>
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4.4 Downtown Policy Consideration

The site of the proposed Stairs House development is in a unique location just outside the Downtown Halifax Plan Area. Due to its proximity to the downtown, the application considered the Downtown Design Guidelines as a guide for the design process. These guidelines are the most recent and most relevant planning documents for new developments on the Peninsula and they provide a general direction for the future of new urban form and design within our city, including heritage integration design. The following table outlines the design guidelines that are incorporated into the Downtown Plan and how they intend to be reflected through proposed design for the Stairs House:



PLANNING POLICIES

DOWNTOWN DESIGN GUIDELINES:	DESIGN RATIONAL FOR STAIRS HOUSE:
<p>Streetwall Setback:</p> <p>Placement of the building relative to the front property line generally corresponds to the grade-level uses and intensity of pedestrian traffic. For the most part existing development in the downtown is uniformly placed at the sidewalk with little or no setback, and it is desirable that future development follow that example. However there are areas that are more residential or institutional in character that observe a variety of streetwall setbacks. To reinforce existing and desired streetscape and land use characteristics, streetwall placements are categorized. New buildings on streets primarily containing residential uses or house-form building types should provide a streetwall setback that is no greater or lesser than the adjacent existing buildings.</p>	<p>The intent of the preliminary building concept for the Stairs house is to provide a streetwall setback that is consistent with adjacent existing buildings both on South Street and Harvey Street.</p> <p>On South Street, the historic Stairs House building will be brought back to its original state. The building is slightly setback from the street line and sidewalk, which is consistent the adjacent existing buildings.</p> <p>On Harvey Street, the existing residential buildings are to be removed and replaced with a multi-unit building. The existing buildings are placed right at the sidewalk, which is not consistent with setback distances of adjacent buildings. Therefore, the proposed multi-unit building will be setback to a similar distance as adjacent buildings, creating a more consistent street wall and a more pleasant pedestrian experience along Harvey Street.</p>
<p>Streetwall Height:</p> <p>To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face</p>	<p>On South Street, the historic Stairs House building will be brought back to its original state. The existing building has a two storey streetwall height along South Street that is in keeping with the existing scale of adjacent buildings.</p> <p>On Harvey Street, the proposed multi-unit building has a streetwall height of a maximum three stories then the building is stepped back to provide for a human-scaled design. This proposed streetwall height is consistent with the exiting scale of buildings along Harvey Street.</p>



PLANNING POLICIES

<p>Building Orientation and Placement: The orientation and placement of a building on a property helps define the quality and character of the public realm. All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk</p>	<p>The downtown plan encourages buildings to be placed at the street edge to improve quality of the public realm. However, the neighbourhood directly adjacent to the Stairs House site is more residential in character; therefore buildings are slightly set back from the street line. The proposed development intends to respect the existing character of the area by replicating the building placement and orientation of other buildings within proximity of the site. The intent of the propose building placement and orientation is to maintain and add to the existing neighbourhood character.</p>
<p>Building Design: To encourage continuity in the streetscape and to ensure vertical 'breaks' in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.</p> <ul style="list-style-type: none">• Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality.• Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape.• Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.	<p>The proposed Stairs House development intends to provide a high quality design that is consistent with urban design and architectural best practices. The multi-unit portion contains a maximum 3 storey podium base that is at the same orientation and scale as adjacent buildings. The proposed base will create an enjoyable pedestrian experience along the street by creating a consistent relationship between buildings and the sidewalk.</p> <p>The middle portion of the building will include high quality materials that will significantly improve the physical and visual appearance of the overall streetscape. These materials also contrast the historic Stairs House building so that it remains as a distinguishable heritage resource.</p> <p>From South Street, the top level of the building is disguised from the rest of the development through an additional stepback. This stepback creates a penthouse level on the building, allowing for quality amenity space, terraces and appealing residential units.</p>



PLANNING POLICIES

HERITAGE DESIGN GUIDELINES:	DESIGN RATIONAL FOR STAIRS HOUSE:
<p>Building Setback: A setback takes place at the grade level and is the distance between a building and an established alignment (i.e. a property line, or another building). A setback is often the best way to design a transition from heritage resources to new construction, giving the heritage resource visual prominence.</p>	<p>On South Street, the proposed multi-unit portion building of the building is completely setback behind Stairs House, giving the historic building visual prominence on South Street.</p>
<p>Cornice Line and Upper Level Stepbacks: Maintain the same or similar cornice height for the podium building (building base) to create a consistent streetwall height, reinforcing the 'frame' for public streets and spaces.</p>	<p>On South Street, the existing Stairs House building has a lower cornice line height than adjacent buildings; however the cornice line of the proposed multi-unit portion behind the Stairs House is at a similar scale to the adjacent buildings. The intent of this design is to highlight the Stairs House as an historic landmark while still replicating the existing scale of adjacent buildings through the new multi-unit portion.</p>
<p>Façade Articulation and Materials: Consider existing architectural order and rhythm of both horizontal and vertical divisions in the façade in the articulation of the new building. Provide contrasting materials and surface treatments that complement the heritage building. Use of glass can be effective both for its transparency and reflectivity. Ensure materials and detailing are of the highest quality.</p>	<p>The proposed multi-unit portion of the building intends to use high quality glazing and simplified modern building materials in order to create a contrast from the historic Stairs House building. This contrast will complement the historic building and distinguish it from the rest of the development.</p>

4.5 Conclusion

It is our understanding that Policy 6.8 of the MPS enables a DA only on the property in which a registered heritage building is situated. That means a site specific amendment is still required in order to enable the applicants proposed development on the properties where heritage designation does not apply. Therefore, for reasons outlined above, the applicant is requesting to undertake the necessary plan amendments to enable a DA on the entire subject site.

We look forward to your comments as we move ahead with the public planning process. Should you have any comments or questions, please do not hesitate to contact the undersigned.



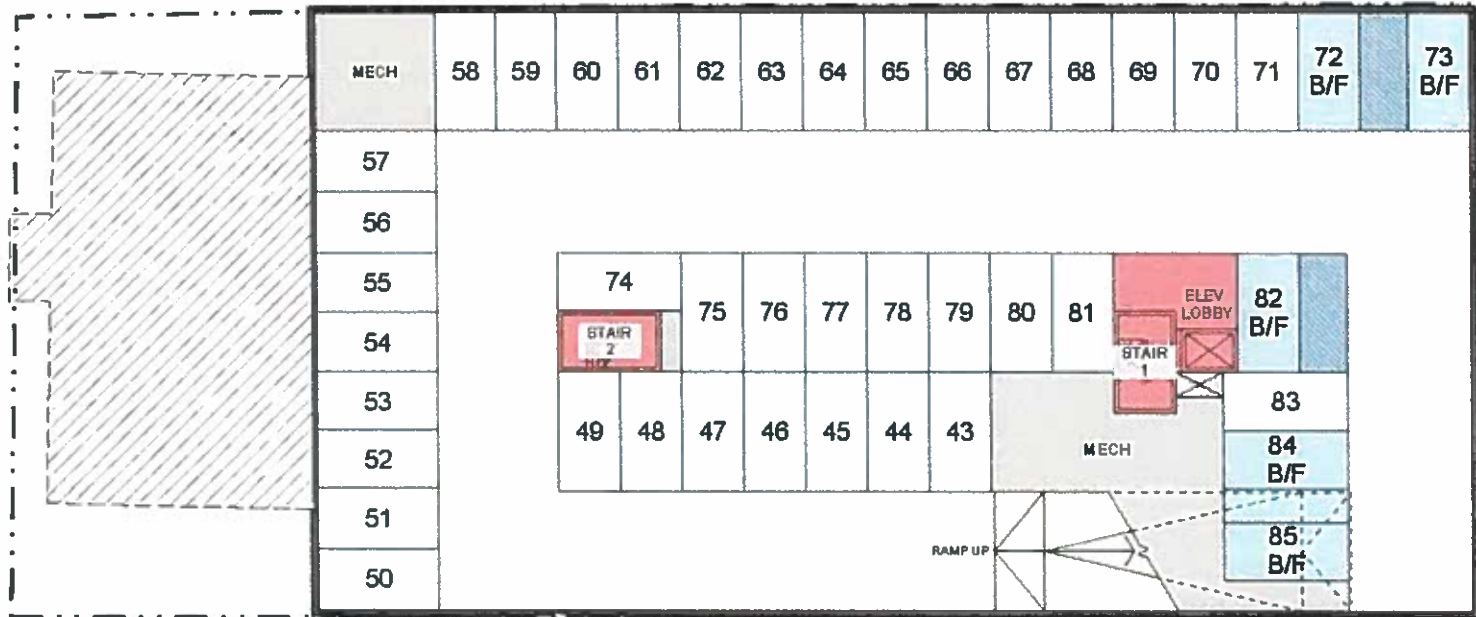
The background is a purple brick wall. On the left, there is a window with a reddish-brown frame and light blue curtains. On the right, there is a window with a dark frame. In the upper right quadrant, there are three overlapping white circles of varying sizes. A vertical line of white dots runs down the left edge of the page.

4 PROPOSED DESIGN



SOUTH STREET

HARVEY STREET



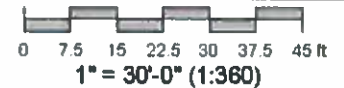
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STAIRS HOUSE
 Plan - Level P2
 Halifax, Nova Scotia



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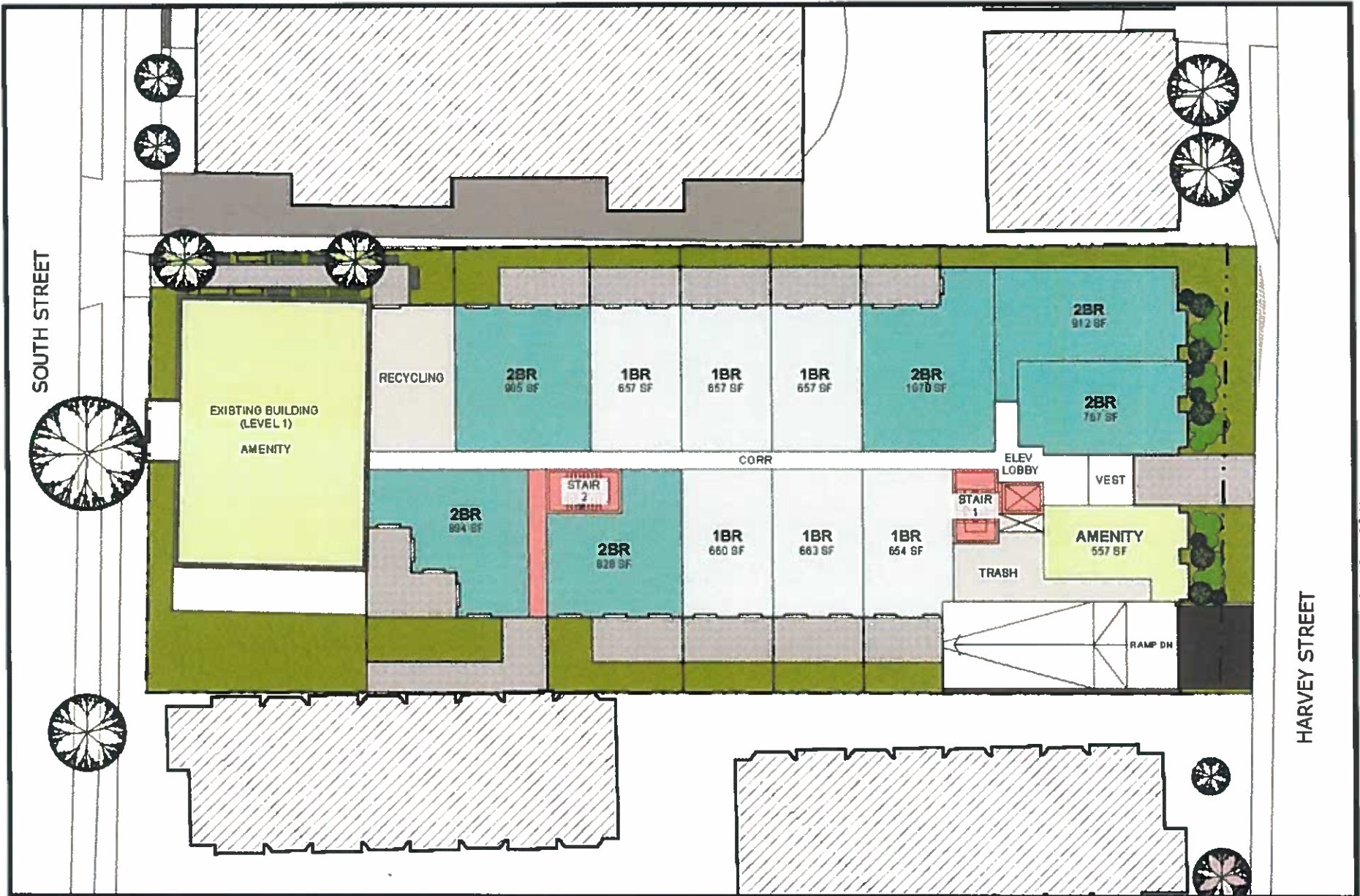


DATE: November 3, 2016













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STAIRS HOUSE
Plan - Level 5-7
Halifax, Nova Scotia

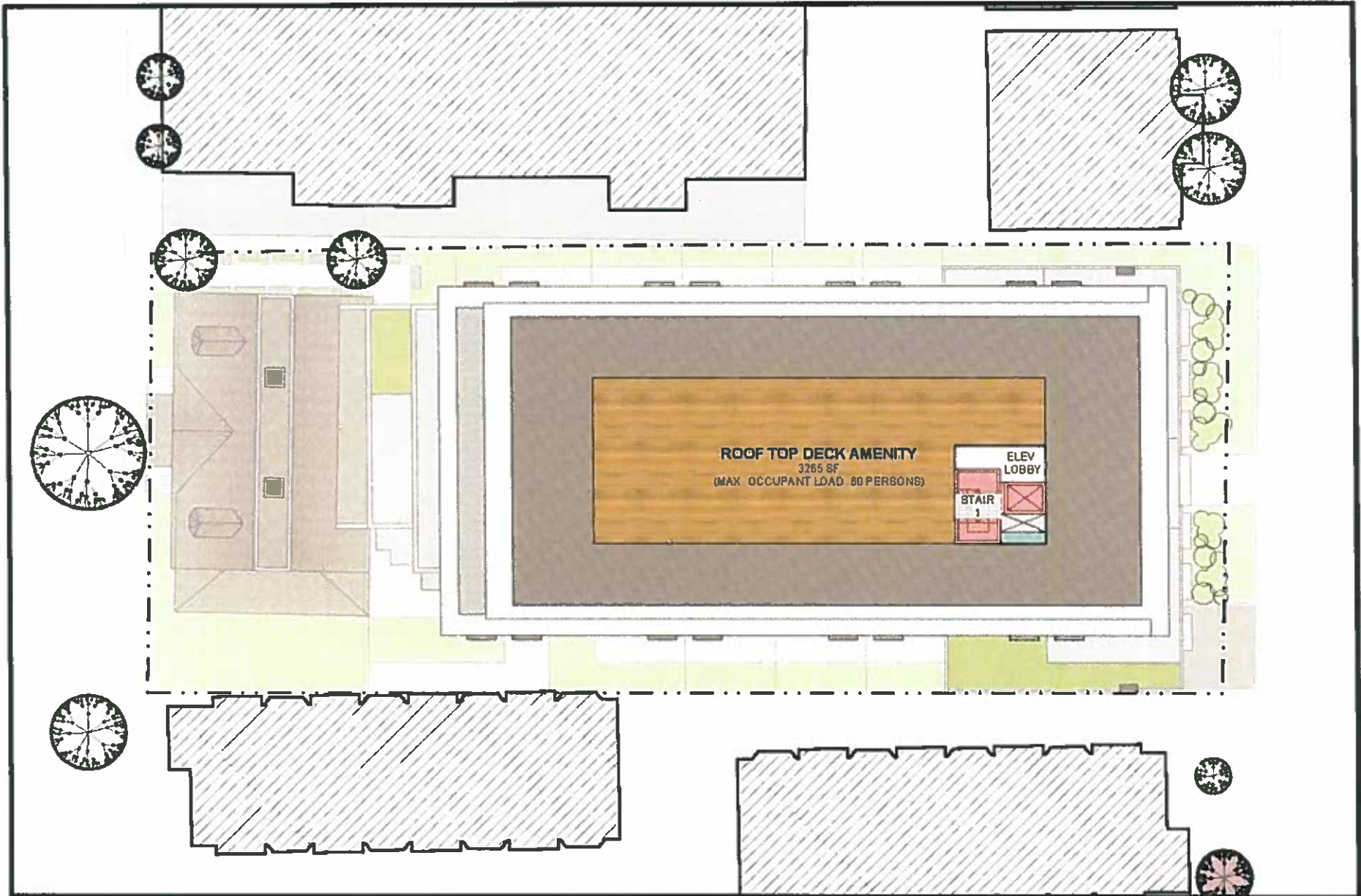


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1" = 30'-0" (1:360)

DATE: November 3, 2016



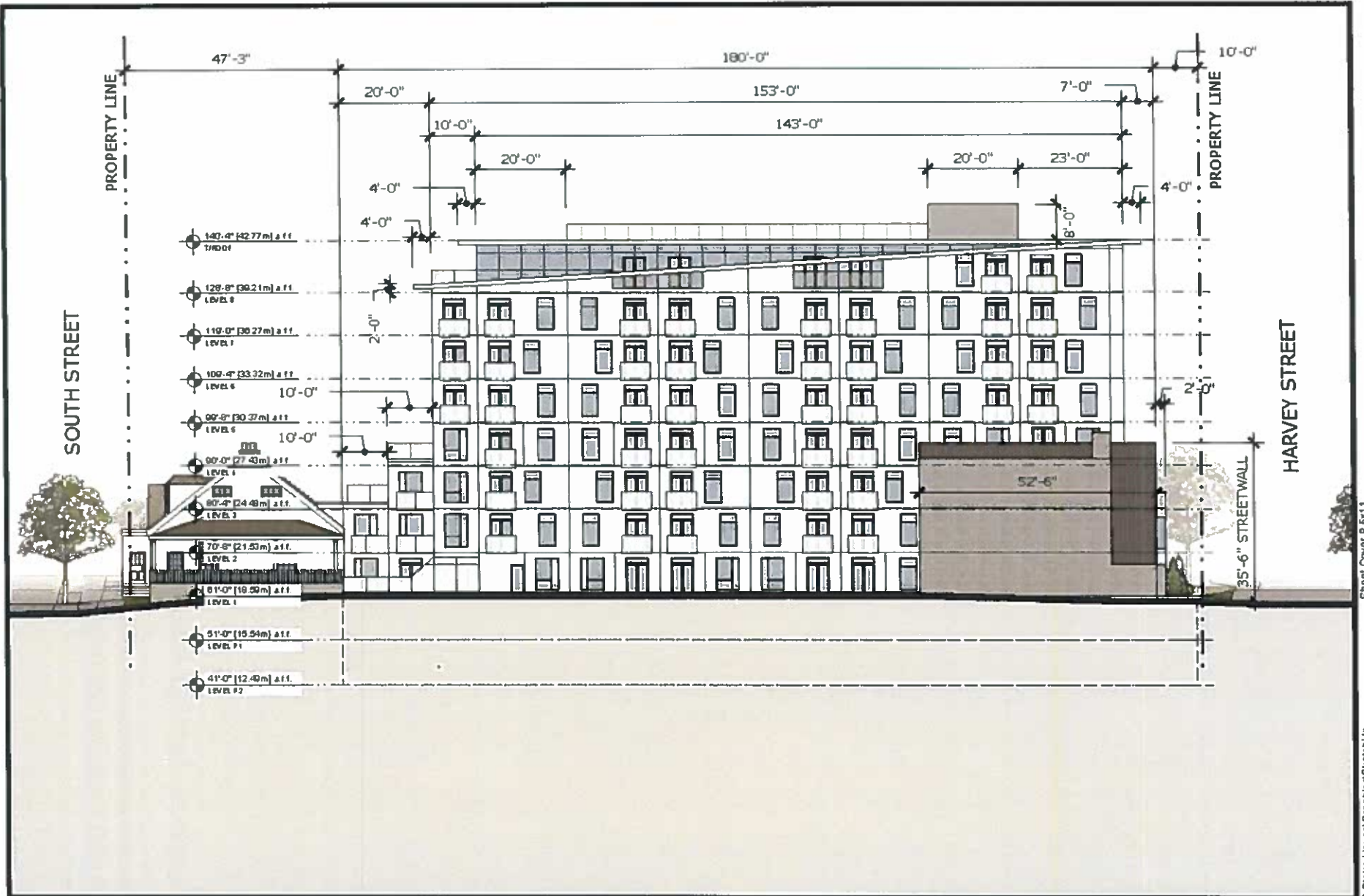






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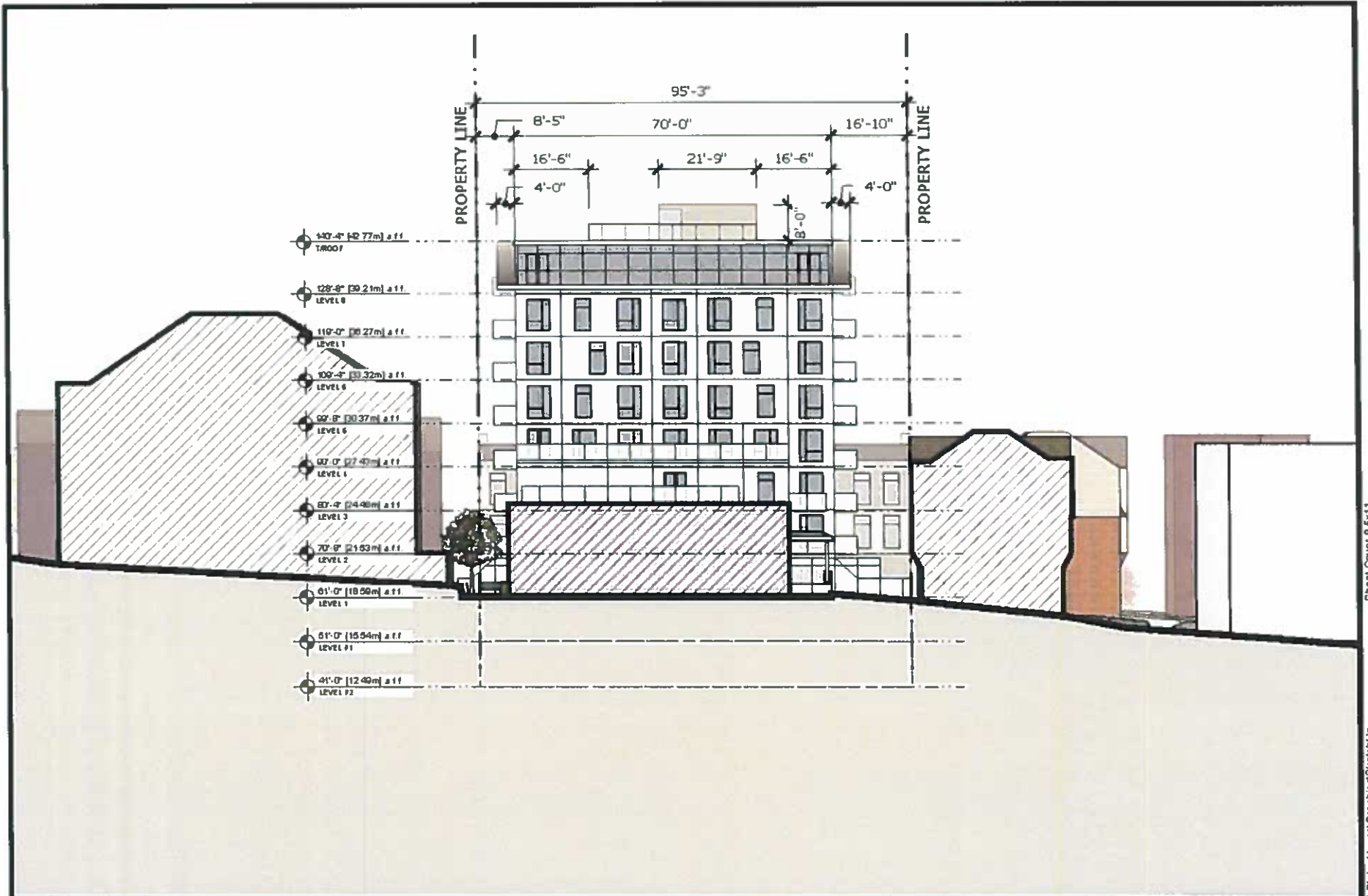




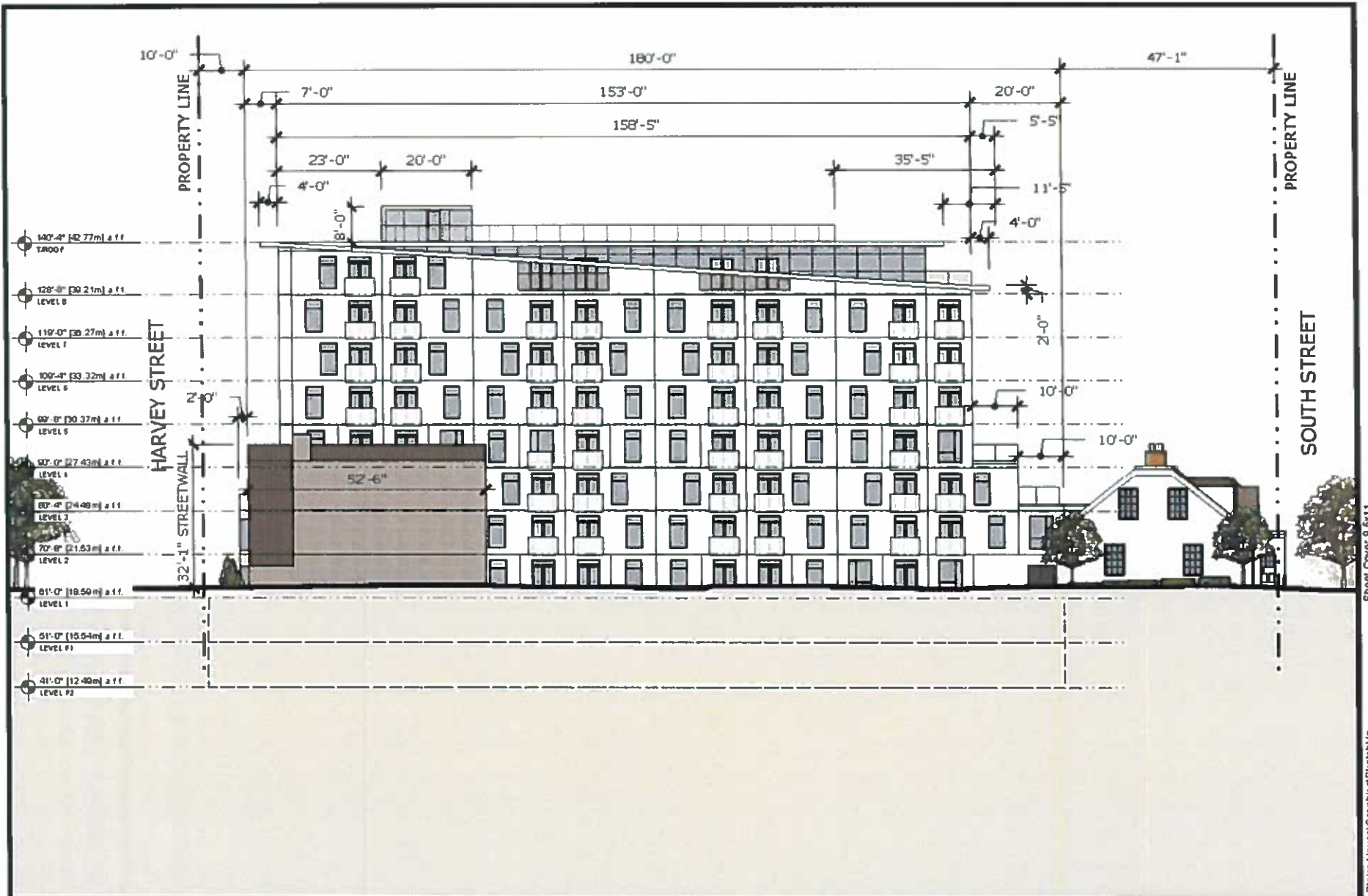
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STAIRS HOUSE
Perspective - Harvey St. Overview
Halifax, Nova Scotia

SCALE

DATE: November 3, 2016









ARCHITECTURE | 49 

STAIRS HOUSE
Perspective - Harvey St.
Halifax, Nova Scotia

SCALE

DATE: November 3, 2018





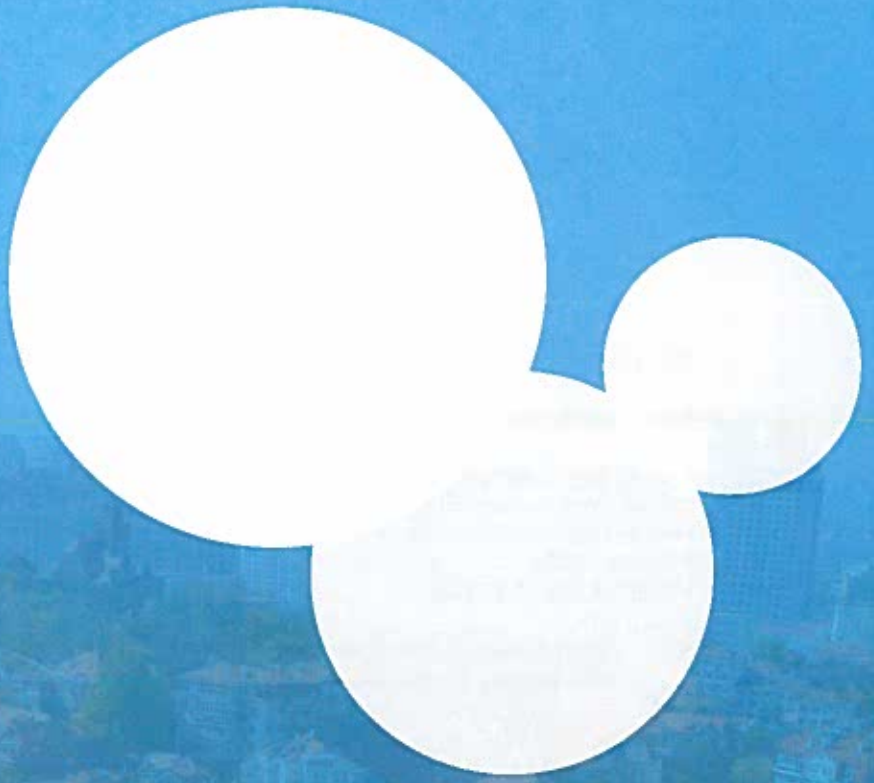












5

TRAFFIC IMPACT STATEMENT



TRAFFIC IMPACT STATEMENT

Ref. No. 151-14201-002

November 8, 2016

Ms. Ashley Blissett, P. Eng
Senior Development Engineer
Halifax Regional Municipality
PO Box 1749
HALIFAX NS B3J 3A5

RE: Traffic Impact Statement, Proposed Multi-Tenant Residential Building, South Street and Harvey Street, West of Barrington Street, Halifax, NS

Dear Ms. Blissett:

Southwest Properties Limited is preparing plans to construct a multi-unit residential building on a site west of Barrington Street that has frontages on both South Street and Harvey Street (Figure 1). The proposed development will include approximately 106 apartment units and 85 underground parking spaces. The development will be served by pedestrian accesses on both Harvey Street and South Street, and a parking garage driveway on Harvey Street at the east site boundary. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Description of Development Site - The site, which bisects the block between South Street and Harvey Street (Figure 1) approximately 60 meters west of Barrington Street, is now occupied by the following buildings with a total of 27 existing residential units:

- 5241 South Street 13 units
- 5247 South Street 10 units
- 5240 - 5246 Harvey Street 4 units.

The Harvey Street buildings and 5247 South Street will be demolished. The building at 5241 South Street is the Stairs House, a municipally registered heritage building located on a municipally registered heritage property. The residential units attached to the rear of that building will be removed and the Stairs House will be revitalized and used as common amenity space for the proposed residential development.

The proposed parking garage driveway will be on Harvey Street near the east site boundary (Figure 1). Visibility is good on both Harvey Street approaches to the driveway location as illustrated in Photos 1 and 2. Also, since the building will be set back approximately three meters (10 feet) from the property line, there is expected to be good visibility between vehicle drivers exiting the parking garage driveway and pedestrians on the sidewalk.



Photo 1 - Looking west on Harvey Street towards Church Street from the proposed parking garage driveway.



Photo 2 - Looking east on Harvey Street towards Barrington Street from the proposed parking garage driveway.

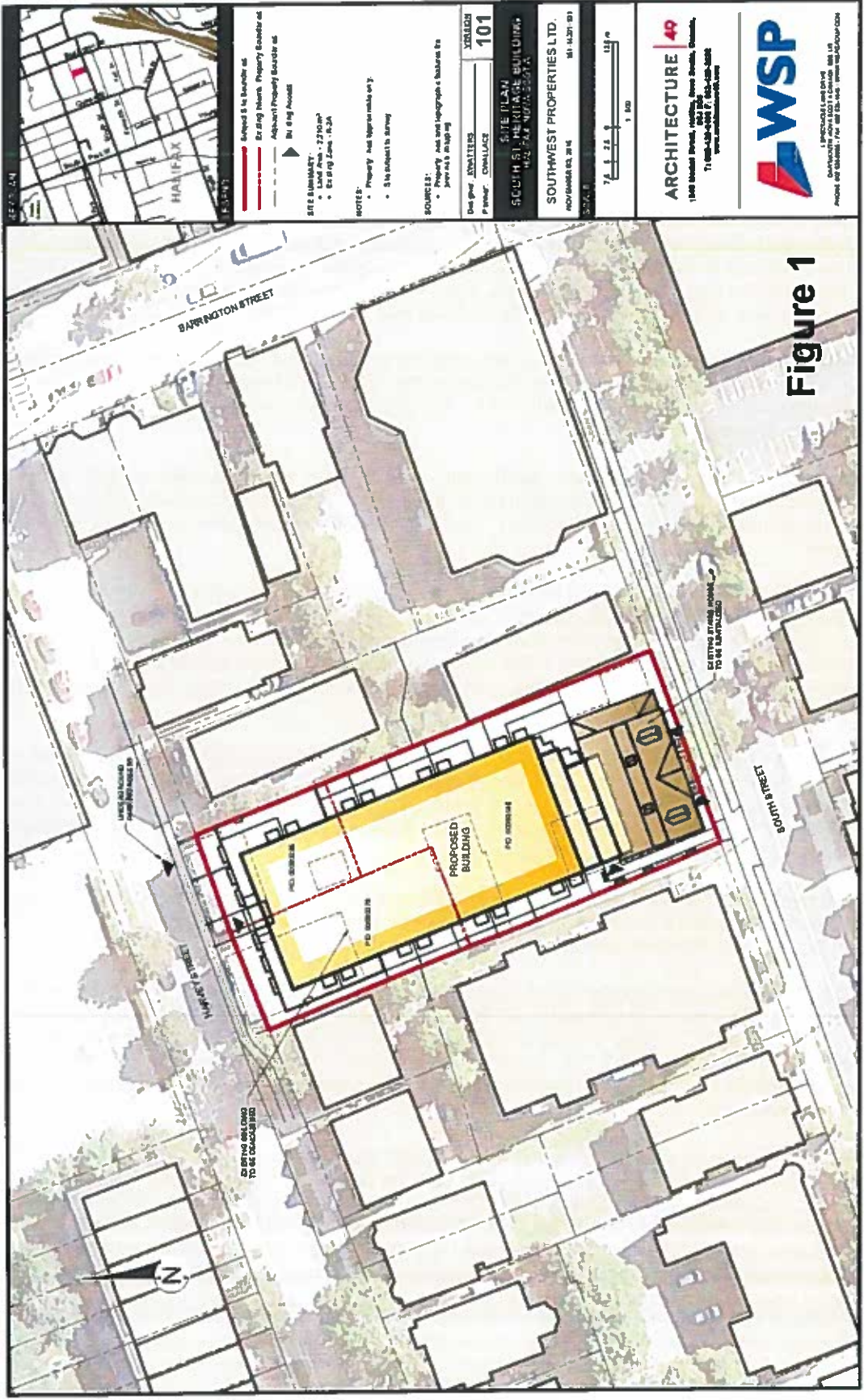


Figure 1



TRAFFIC IMPACT STATEMENT

Harvey Street is a one block long east - west local street between Barrington Street and Church Street. There are sidewalks on both sides of the street (Photos 1 and 2). There are parking meters on the north side of the street opposite the site; parking is not permitted on the south side of the street adjacent to the site. Harvey Street traffic is controlled by STOP signs at both the Church Street and Barrington Street intersections. Since Church Street is one-way southbound, vehicles travelling west on Harvey Street must turn left towards South Street.

South Street is a two-lane east-west major collector street with sidewalks on both sides adjacent to the site. Parking is not permitted at anytime on the north side of the street adjacent to the site. Parking is not permitted from 8 AM - 6 PM, Monday to Friday, on the south side of the street opposite the site.

Barrington Street is a two-lane north-south arterial street with sidewalks on both sides. Intersection traffic control on Barrington Street near the site include traffic signals at Morris Street one block north of Harvey Street and ALL-WAY STOP at South Street, one block south of Harvey Street.

Traffic Volumes - HRM obtained a turning movement traffic count at the intersection of Barrington Street and Morris Street one block north of the Harvey Street intersection during October 2014. The count indicated that Barrington Street has moderate traffic volumes just north of the Harvey Street intersection with two-way volumes of 565 vehicles per hour (vph) during the AM peak hour and 690 vph during the PM peak hour. While counts are not available for Harvey Street, peak hourly volumes are expected to be low.

Description of Pedestrian Facilities - There are sidewalks on both sides of Barrington Street, as well as on Harvey Street and South Street adjacent to the site. There is a marked pedestrian crosswalk across Barrington Street at the south side of the Harvey Street intersection, and there are crosswalks at the signalized Morris Street intersection north of Harvey Street and at the South Street ALL-WAY STOP controlled intersection.

Description of Transit Service - The proposed development site is well served by Halifax Transit. Routes 7, 9, 35 and 41 operate on Barrington Street north of South Street, with Routes 7 and 41 on South Street adjacent to the site.

Trip Generation estimates for the proposed and existing land uses, prepared using published trip generation rates from *Trip Generation, 9th Edition*, (Institute of Transportation Engineers, 2012), are included in Table 1. Since the existing 27 residential units will be removed, trips generated by those land uses, which are now included in background volumes around the site, have been considered as a 'credit' when determining additional vehicle trips that will be generated by the redeveloped site.

After consideration of a 30% trip reduction for high pedestrian / cycling / transit usage in the Downtown Areas of Halifax, it is estimated that the proposed mid-rise apartment building will generate about 22 two-way vehicle trips (7 entering and 15 exiting) during the AM peak hour and 39 two-way vehicle trips (17 entering and 12 exiting) during the PM peak hour. However, when trips generated by the existing 27 residential units on the on the site are considered as a credit, it is estimated that the redeveloped site will generate 16 additional two-way vehicle trips (5 entering and 11 exiting) during the AM peak hour and 22 additional two-way vehicle trips (13 entering and 9 exiting) during the PM peak hour.



TRAFFIC IMPACT STATEMENT

Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimate for the Proposed Development									
Mid-Rise Apartment (Land Use 223)	106 units	0.09	0.21	0.23	0.16	10	22	24	17
30% Trip Reduction - High Pedestrian / Transit Usage ⁴						3	7	7	5
Adjusted Trip Generation Estimates for Proposed Development						7	15	17	12
Trip Generation Estimate for the Existing Land Uses ⁵									
Mid-Rise Apartment (Land Use 223)	27 units	0.09	0.21	0.23	0.16	3	6	6	4
30% Trip Reduction - High Pedestrian / Transit Usage ⁴						1	2	2	1
Adjusted Trip Generation Estimates for Existing Land Uses ⁵						2	4	4	3
Estimated Additional Trips Generated by the Redeveloped Site									
Additional Vehicle Trip Estimates for the Redeveloped Site ⁶						5	11	13	9
NOTES: 1. Rates are for the indicated Land Use Codes, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. 2. Numbers of residential units 3. Rates are 'vehicles per hour per unit', trips generated are 'vehicles per hour for peak hours' 4. Since there is high pedestrian / cycling / transit usage in the Downtown Areas of Halifax, a 30% reduction has been applied to site generated trip estimates for both existing and proposed developments 5. These are the trips generated by existing residential units on the site which can be considered as a 'credit' for site trip generation estimates for the redeveloped site 6. These are the estimated additional trips that will be generated by the redeveloped site after consideration of the 'credit' for trips generated by the existing land uses on the site.									

Other Proposed Residential and Commercial Developments in the Study Area - When this Traffic Impact Statement letter was prepared in November 2016, TISs had been prepared for **four other developments** (Table 2) within about two blocks of the study site.

Site	TIS Letter		Development		Vehicle Trips AM Peak ¹		Vehicle Trips PM Peak	
	Consultant	Date	Apts	Commercial	Exit	Enter	Exit	Enter
1. WM Fares Group NW Corner Hollis / South ²	WSP	Sep. 2014	63	5,700	25	27	31	22
2. 1256 Barrington Investment Ltd Harvey Street ²	WSP	Aug 2015	52	0	5	11	12	9
3. Universal Realty Group 1190 Barrington Street ³	WSP	Oct. 2015	86	6,500	(23)	10	11	(14)
4. Principal Developments Ltd NE Corner Barrington / South ³	WSP	Mar. 2016	42	5,700	4	5	8	8
5. Southwest Properties Limited South ~ Harvey Streets ⁴	WSP	Nov 2016	106	0	5	11	13	9
TOTALS for Five Projects			349	17,900	16	64	75	34
NOTES: 1. Vehicle trips are 'net additional vehicles per hour' generated by each site considering credit for trips generated by existing developments on the sites 2. These sites were used as parking lots when the Traffic Impact Statements were prepared 3. These sites had existing residential and / or commercial developments when Traffic Impact Statements were prepared. 4. This is the site that has prompted this Traffic Impact Statement. Since the existing 27 residential units on the site will be removed for this development, trips generated by those units have been considered as a 'credit' when estimating additional trips that will be generated by the development.								



TRAFFIC IMPACT STATEMENT

Other Proposed Residential and Commercial Developments in the Study Area (Continued)-

The four other proposed developments involved sites that were used as parking lots, or had existing residential and commercial developments, that generated background traffic volumes on the adjacent streets when TISs were prepared (Table 2). With the addition of the current project, the five proposed developments include a total of approximately 349 apartment units and 17,900 square feet of commercial space. Since traffic will be dispersed on the local, collector, and arterial streets in the area, the net additional low to moderate numbers of trips estimated to be generated by the five developments are not expected to have any significant cumulative effect on traffic operations of area intersections or streets, or the regional street network.

Summary -

1. The proposed development will include approximately 106 apartment units and 85 underground parking spaces. The development will be served by pedestrian accesses on both Harvey Street and South Street, and a parking garage driveway on Harvey Street at the east site boundary.
2. Visibility is good on both Harvey Street approaches to the driveway location. Also, since the building will be set back approximately three meters (10 feet) from the property line, there is expected to be good visibility between vehicle drivers exiting the parking garage driveway and pedestrians on the sidewalk.
3. Since the existing 27 residential units will be removed, trips generated by those land uses, which are included in background volumes around the site, have been considered as a 'credit' when determining additional vehicle trips that will be generated by the redeveloped site.
4. It is estimated that the proposed mid-rise apartment building will generate about 22 two-way vehicle trips (7 entering and 15 exiting) during the AM peak hour and 39 two-way vehicle trips (17 entering and 12 exiting) during the PM peak hour. However, when trips generated by the existing 27 residential units on the site are considered as a credit, it is estimated that the redeveloped site will generate 16 additional two-way vehicle trips (5 entering and 11 exiting) during the AM peak hour and 22 additional two-way vehicle trips (13 entering and 9 exiting) during the PM peak hour.
5. The site is well served by pedestrian facilities and transit services. There are sidewalks on both sides of Barrington Street, as well as on Harvey Street and South Street adjacent to the site. There is a marked pedestrian crosswalk across Barrington Street at the south side of the Harvey Street intersection, and there are crosswalks at the signalized Morris Street intersection north of Harvey Street and at the South Street ALL-WAY STOP controlled intersection. Halifax Transit operates Routes 7, 9, 35 and 41 on Barrington Street north of South Street, and Routes 7 and 41 on South Street adjacent to the site.
6. Traffic volumes are moderate on Barrington Street just north of the Harvey Street intersection with two-way volumes of 565 vehicles per hour (vph) during the AM peak hour and 690 vph during the PM peak hour. While counts are not available for Harvey Street, peak hourly volumes are expected to be very low.
7. When this Traffic Impact Statement letter was prepared in November 2016, TISs had been prepared for **four other developments** within about two blocks of the study site. With the addition of the current project, the five proposed developments include a total of approximately 349 apartment units and 17,900 square feet of commercial space.



TRAFFIC IMPACT STATEMENT

Conclusions -

8. Since traffic volumes are low to moderate on streets in the immediate vicinity of the development, the low numbers of additional vehicle trips generated by this development are not expected to have any significant impact to the level of performance of adjacent streets and intersections, or the regional street network.

9. Since additional trips that will be generated by this development and four other proposed developments within a two block radius will be dispersed on the local, collector, and arterial streets in the area, the net additional low to moderate numbers of trips estimated to be generated by the five developments are not expected to have any significant cumulative effect on traffic operations of area intersections or streets, or the regional street network.

If you have any questions or comments, please contact me by Email to ken.obrien@wspgroup.com or telephone 902-443-7747.

Sincerely,

Original Signed

Ken O'Brien, P. Eng.
Senior Traffic Engineer
WSP Canada Inc.







6 SERVICING SCHEMATICS







WSP Canada Inc.
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Dartmouth, NS, B3B 1X7
T 902.835.9955
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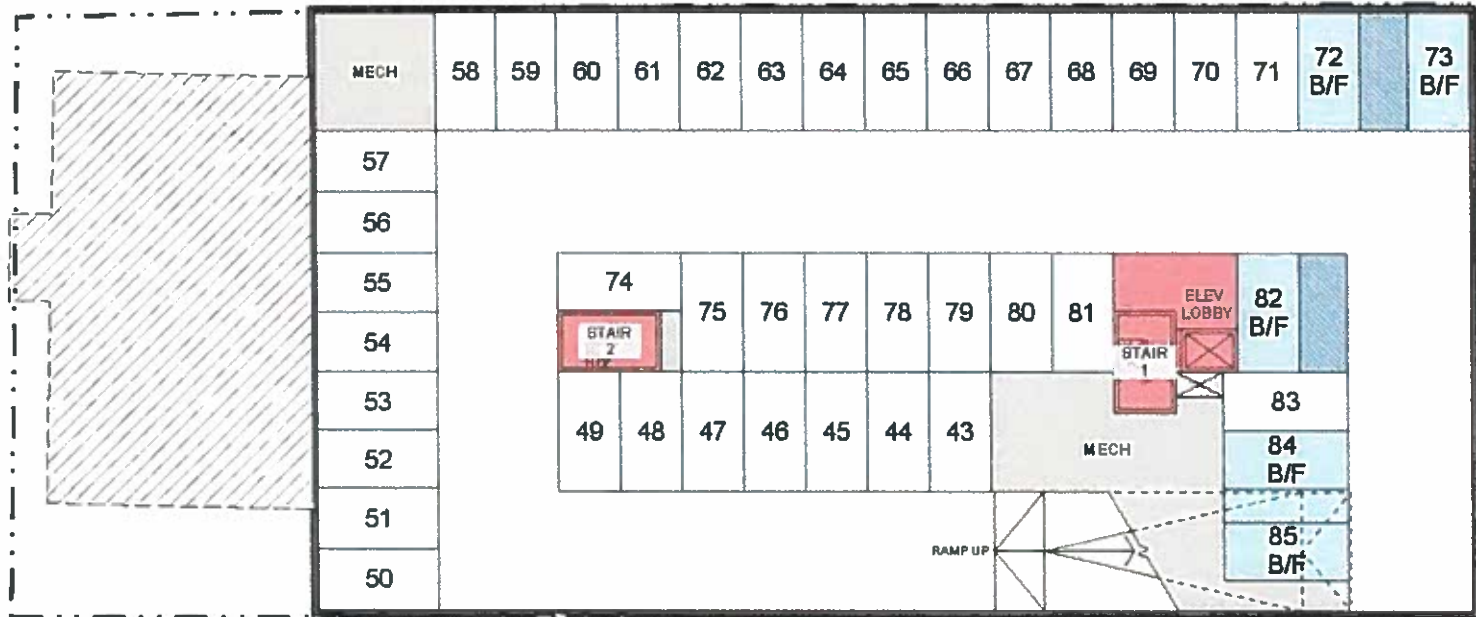


4 PROPOSED DESIGN



SOUTH STREET

HARVEY STREET



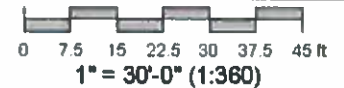
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STAIRS HOUSE
 Plan - Level P2
 Halifax, Nova Scotia

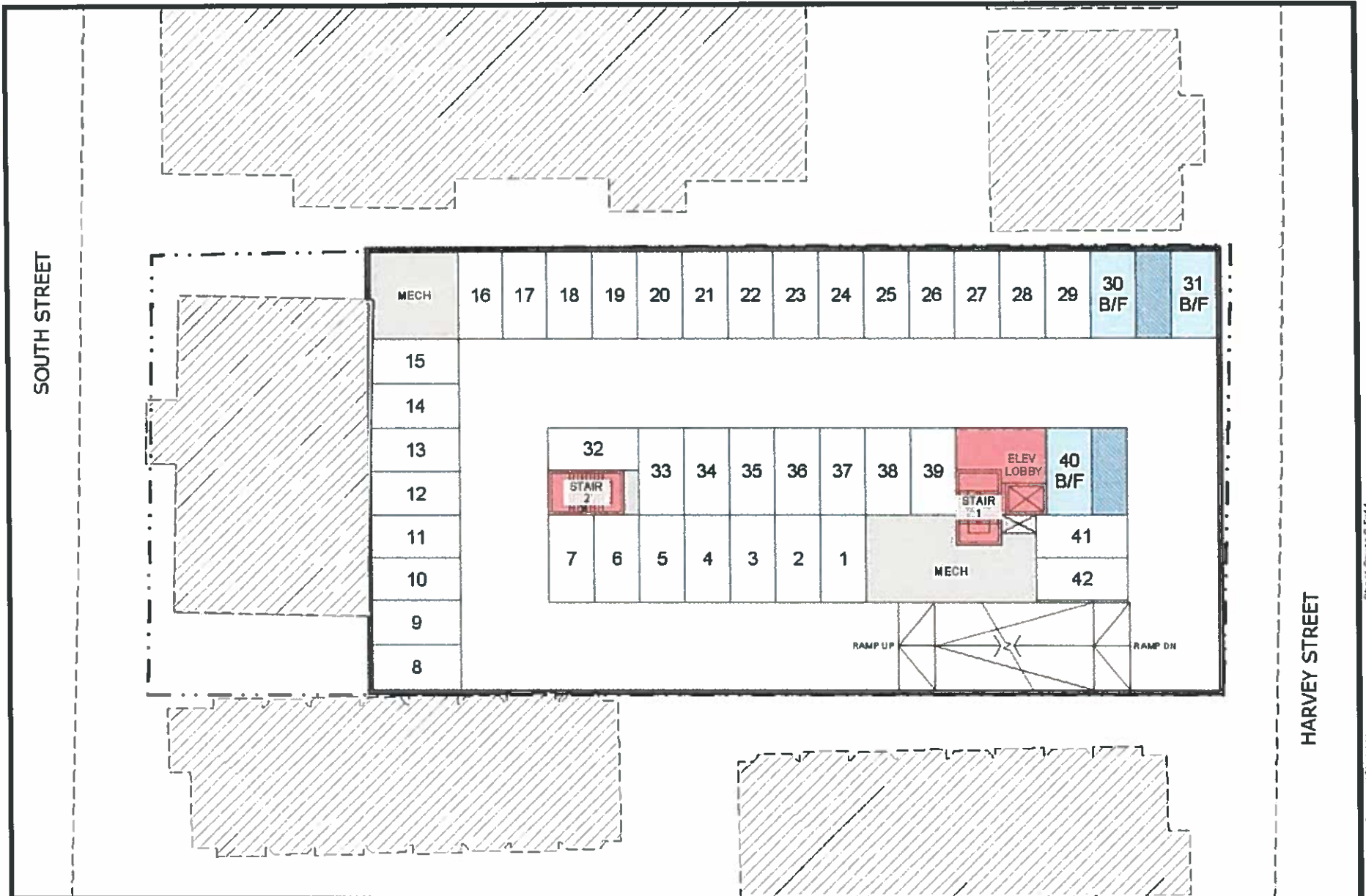


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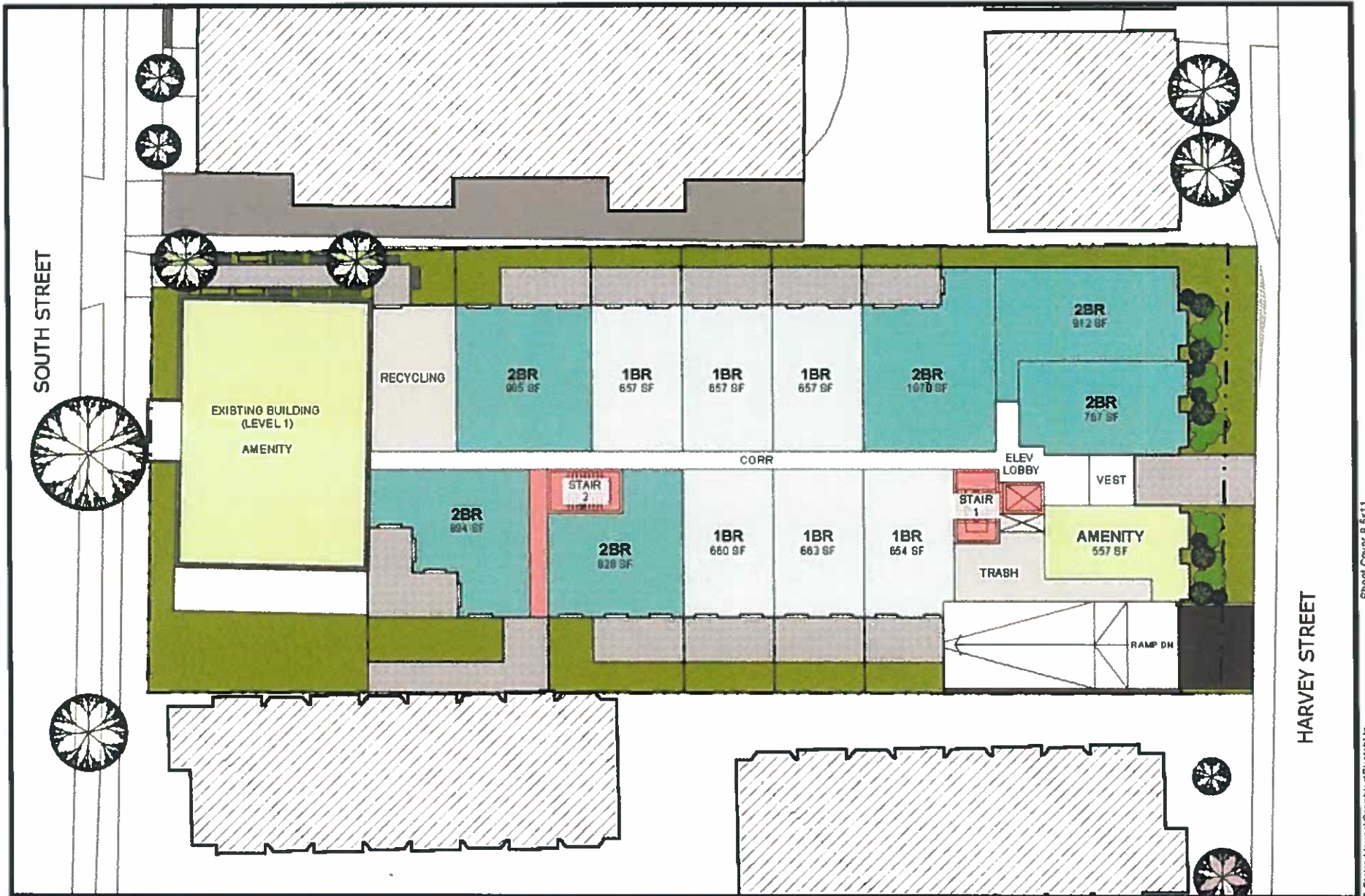


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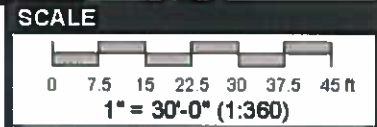




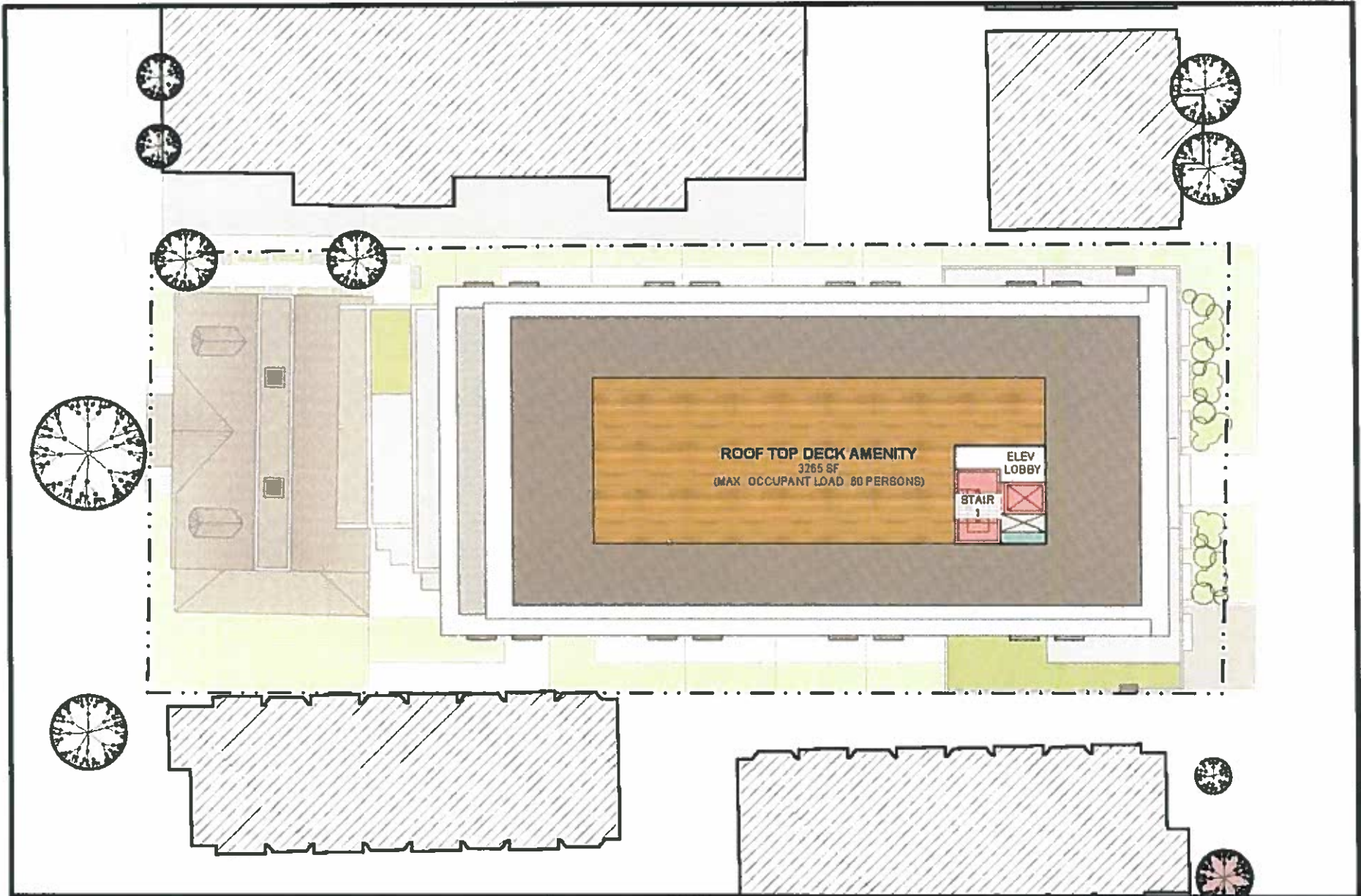










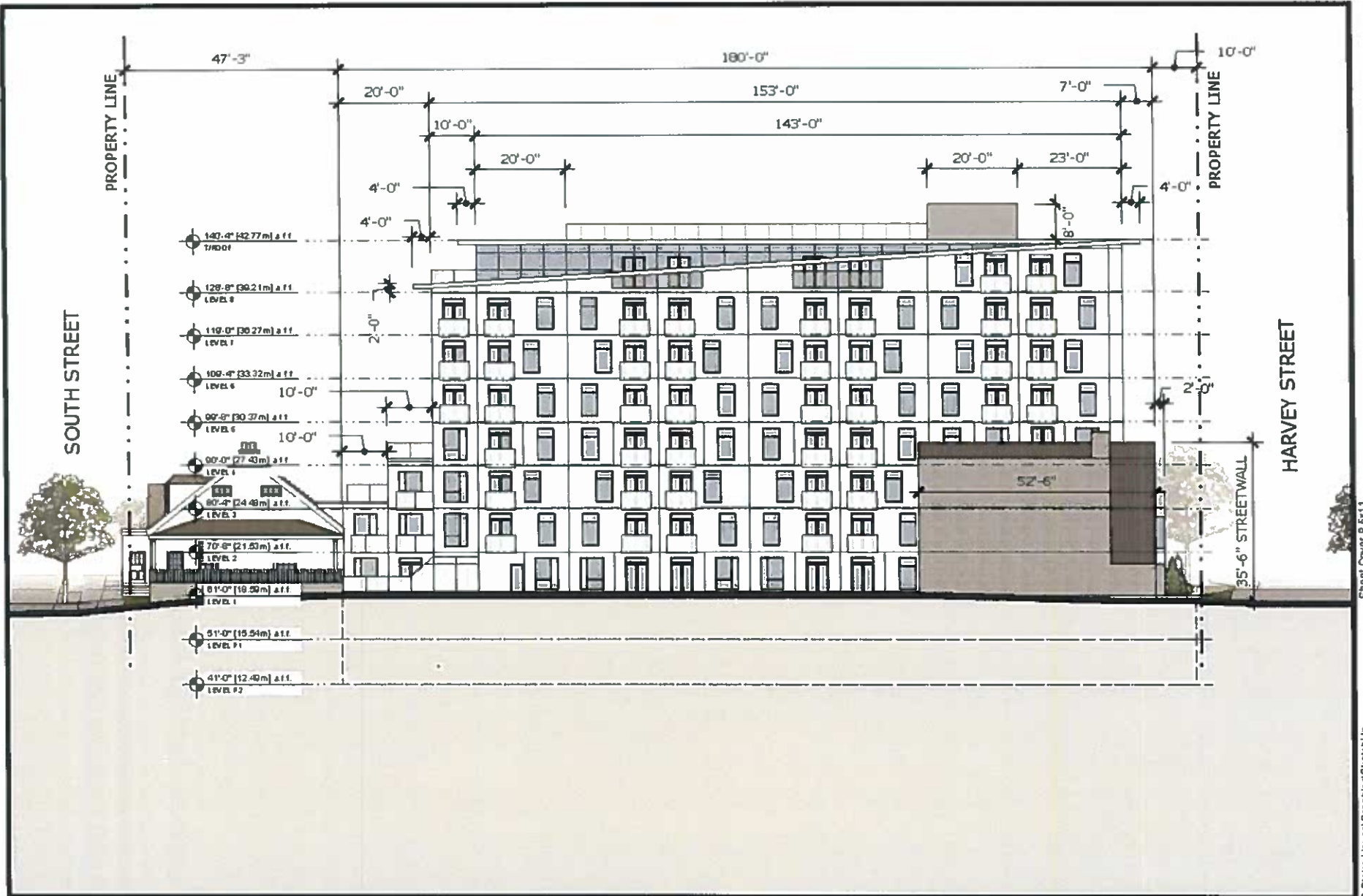






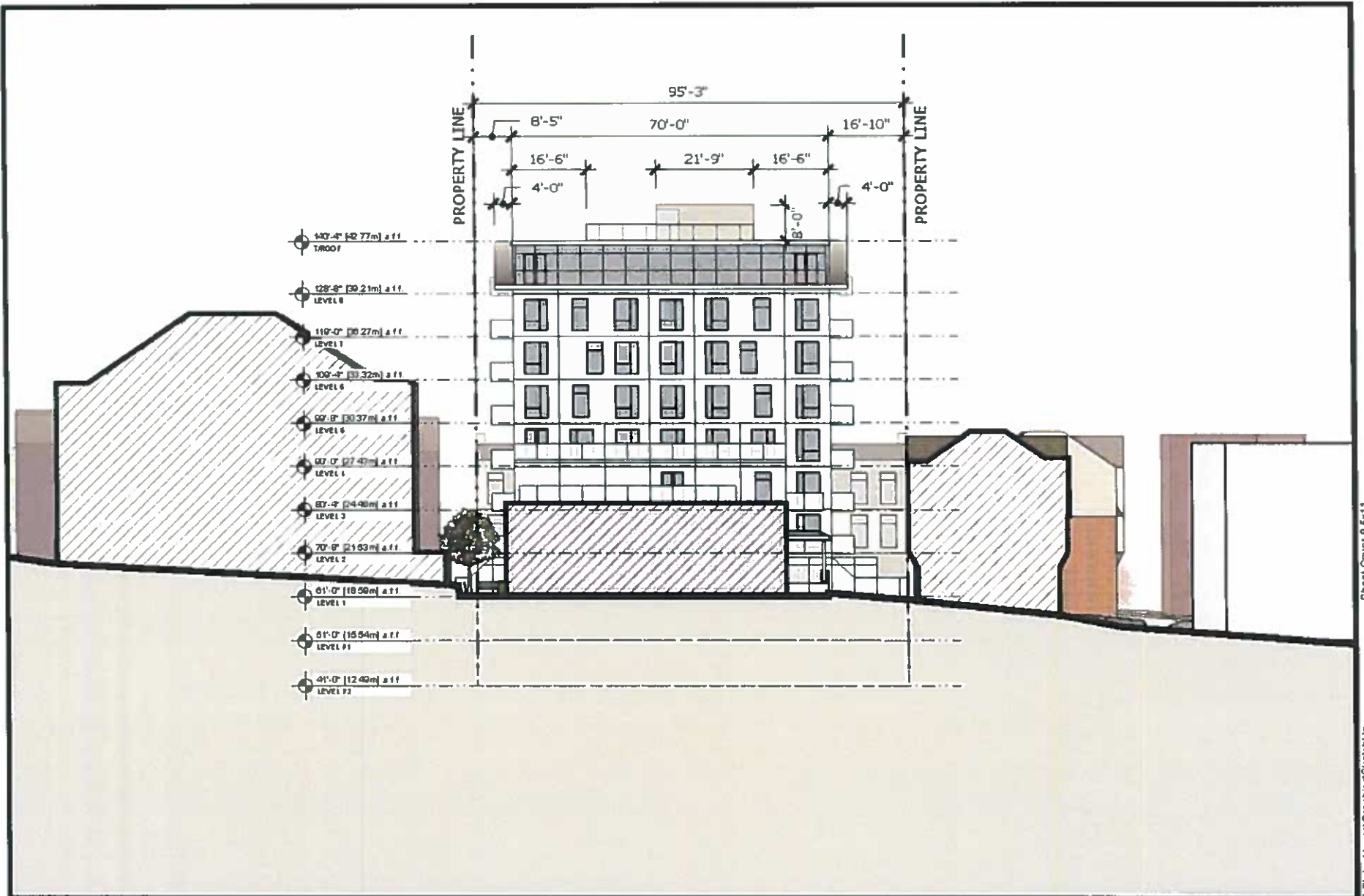
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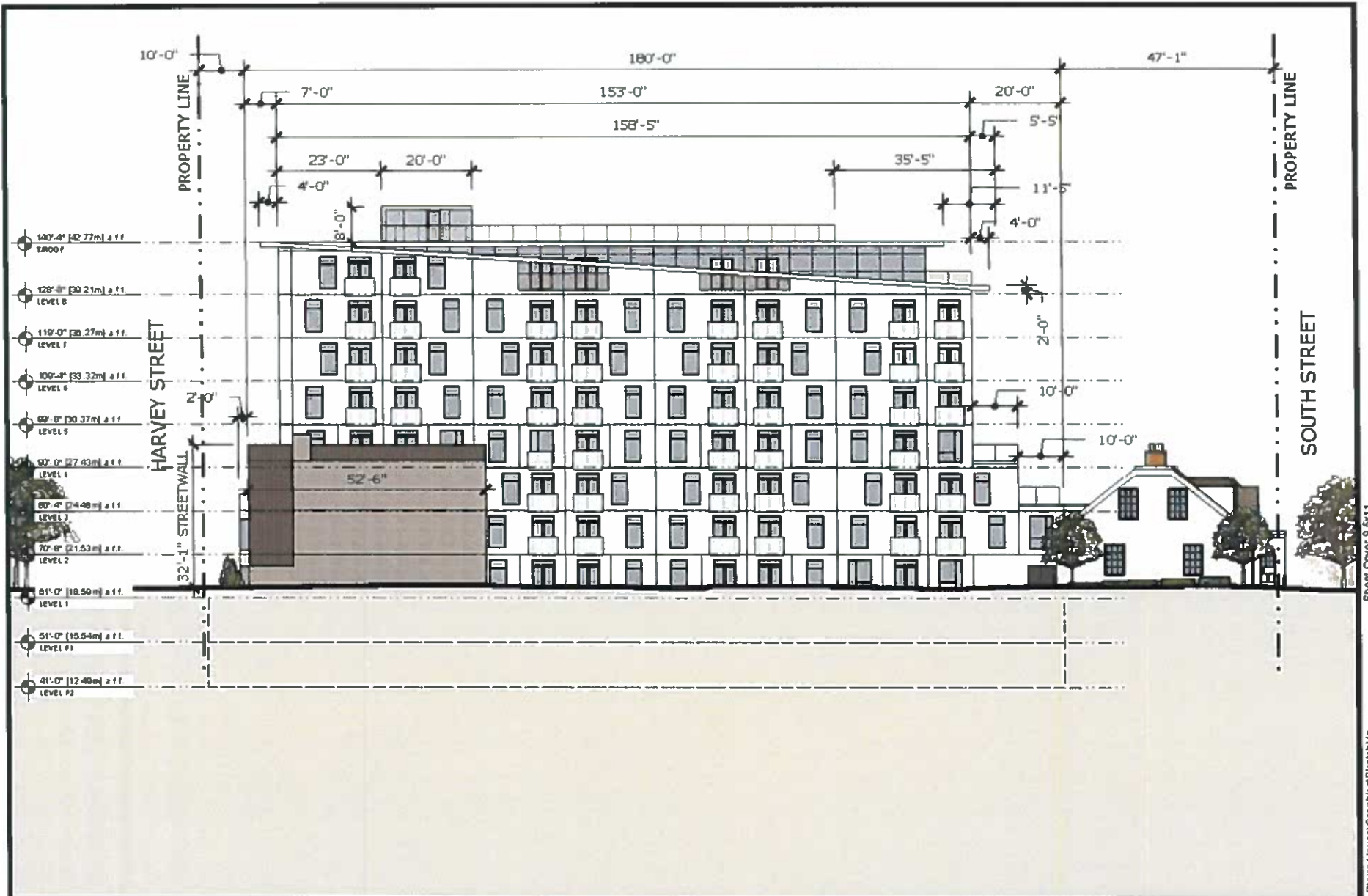


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STAIRS HOUSE
Perspective - Harvey St. Overview
Halifax, Nova Scotia

SCALE

DATE: November 3, 2016













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STAIRS HOUSE
Perspective - Harvey St.
Halifax, Nova Scotia

SCALE

DATE: November 3, 2016



