P.O. Box 1749
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Item No. 9.1.1
Design Review Committee
June 8, 2017

TO: Chair and Members of Design Review Committee

Original Signed

SUBMITTED BY:

Bob Bjerke, Chief Planner and Director of Planning and Development

DATE: May 30, 2017

SUBJECT: **Case 21145: Substantive Site Plan Approval – 1363 Hollis Street, 5134 - 5146 Bishop Street, Halifax**

ORIGIN

Application by Dexel Architecture Ltd. for substantive site plan approval to enable the development of an 8 storey mixed use, residential/commercial building at the southeast corner of Bishop Street and Hollis Street

LEGISLATIVE AUTHORITY

See Attachment A.

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for a mixed use development at 1363 Hollis Street / 5134 - 5146 Bishop Street, Halifax as shown in Attachment B and C with the condition that:
    a. Height shall be limited to 22 metres for that portion of the building within the 22 metre height precinct, but the glass railing and rooftop elements at the 8th and 9th levels shall be permitted;

2. Approve three of the four variances to the Land Use By-law requirements; as contained in Attachment D; and refuse the request for maximum building height identified as Variance 1;

3. Accept the findings of the qualitative wind impact assessment, as contained in Attachment E; and

4. Recommend that the Development Officer accept public art as the post-bonus height public benefit for the development.

BACKGROUND

An application has been received from Dexel Architecture Ltd. for substantive site plan approval to enable the development of an 8 storey mixed use building (7 storeys along Hollis Street) at the southeast corner of Bishop Street and Hollis Street (Map 1). To allow the development, the Design Review Committee (DRC) must consider the application relative to the design manual within the Downtown Halifax Land Use By-law (LUB). This report addresses relevant guidelines of the design manual in order to assist the Committee in their decision.

Subject Site	1363 Hollis Street / 5134 - 5146 Bishop Street, Halifax
Location	Southeast corner of Hollis Street and Bishop Street
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Total Size	2,498.1 square metres (8,196 square feet)
Site Conditions	Significant grade change along Bishop Street
Current Land Use(s)	Vacant - buildings have been recently demolished
Surrounding Land Use(s)	Surrounded by a mixture of uses including: • The Waterford, a 7 storey multi-unit residential building to the south; • Three storey residential building across Hollis to the west; • Five storey multi-unit residential building with ground floor commercial uses to the east; and • The Alexander, a multi-unit residential building currently under construction and a vacant lot across Bishop to the north.

Project Description
The proposed 8 storey mixed use building includes the following (Attachment B):

- Two partially underground levels containing 12 parking spaces, four residential units with direct access to Bishop Street, a bike room, building storage rooms, and mechanical space;
- Shared underground parking access with the neighboring property to the south, the Waterford;
- Level 1 (ground floor) contains a private landscaped courtyard, fitness and amenity rooms, and commercial space fronting on Hollis Street (95m^2);
- A total of 38 residential units on levels 1 to 7, and a single penthouse unit within levels 8 and 9;
- Landscaped open space is located on levels 1,2, and 8 in the form of common landscaped terraces; and
- Prominent exterior building materials include transparent and lightly colored glass, sandstone or manufactured stone cladding, and small portions of granite cladding at street level. Charcoal metal shroud is also used to accentuate openings.

Information about the approach to the design of the building has been provided by the project's architect in Attachment C.

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

- Zone: DH-1 (Downtown Halifax)
- Precinct: Precinct 1 - Waterfront South and Precinct 2 - Barrington Street South
- Building Height (Pre and Post-Bonus): The site is under two height precincts, a 22 metre pre-bonus precinct and 26 metre pre-bonus precinct. Only the 26 metre pre-bonus precinct allows for post-bonus height of 34 metres.
- Streetwall Setback: Setbacks vary (0 – 4 metres)
- Streetwall Height: Minimum streetwall height is 11 metres and maximum streetwall height is 18.5 metres.
- Civic Character: Prominent Civic / Cultural Frontage

In addition to the above regulations, the design manual of the Downtown Halifax LUB contains guidance regarding the appropriate appearance and design of buildings and conditions for assessing any request to vary any of the built-form requirements.

Site Plan Approval Process
Under the site plan approval process, development proposals within the Downtown Halifax Plan area must meet the land use and building envelope requirements of the LUB, as well as the requirements of the By-law's design manual. The process requires approvals by both the Development Officer and the DRC as follows:

Role of the Development Officer
In accordance with the Substantive Site Plan Approval process, as set out in the Downtown Halifax LUB, the Development Officer is responsible for determining if a proposal meets the land use and built form requirements of the Downtown Halifax LUB. The Development Officer has reviewed the application and determined that the following elements do not conform to the Downtown Halifax LUB:

- Minimum ground floor height
- Minimum streetwall stepback
- Maximum height (2 separate variances requested)

The applicant has requested variances to these elements (Attachment D).

Role of the Design Review Committee
The DRC, established under the LUB, is the body responsible for making decisions relative to a proposal's compliance with the requirements of the design manual.

The role of the DRC in this case is to:
1. Determine if the project is in keeping with the design manual;
2. Consider the variance requests that have been made pursuant to the variance criteria in the design manual
3. Determine if the proposal is acceptable in terms of expected wind conditions on pedestrian comfort and safety (Attachment E); and
4. Advise the Development Officer on the suitability of the post-bonus height public benefit being proposed by the applicant (Attachment C)

Notice and Appeal
Where a proposal is approved by the DRC, notice of the decision is given to all assessed property owners within the DHSMPS Plan Area boundary plus 30 meters. Any assessed property owner within the area of notice may then appeal the decision of the DRC to Regional Council. If no appeal is filed, the Development Officer may then issue the Development Permit for the proposal. If an appeal is filed, Regional Council will hold a hearing and make decision on the application. A decision to uphold an approval will result in the approval of the project while a decision to overturn an approval will result in the refusal of the site plan approval application.

The subsequent Discussion section of this report outlines the staff analysis of the proposal relative to the criteria within the design manual and provides a recommended decision for the Committee's consideration.

DISCUSSION

Design Manual Guidelines

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

- Section 2.1 of the design manual contains design guidelines that are to be considered specifically for properties within Precinct 1; and
- Section 2.2 of the design manual contains design guidelines that are to be considered specifically for properties within Precinct 2; and
- Section 3.6 of the design manual specifies conditions in which variances to certain Land Use By-law requirements may be considered.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment F. In addition, it identifies circumstances where there are different possible interpretations of how the project relates to a criterion, where additional explanation is warranted, or where the Design Review Committee will need to give particular attention in its assessment of conformance to the design manual. These matters, identified as "Discussion" items, are considered as follows:

Canopies and Awnings - 2.2g, 3.1.1 d, 3.2.3 b, 3.3.3 b

The design manual encourages canopies and awnings over main entrances and sidewalks to provide weather protection for pedestrians. In this case, no canopies or awnings have been proposed. Instead recessed entryways have been provided on both frontages. The ground level residential units along Bishop Street each have a recessed entry to provide weather protection and privacy for occupants. Along the Hollis Street frontage, the residential entrance includes significant recess with a bench for public use. The commercial entrance does not have any canopies or awnings nor is a recessed entry proposed, however; the adjacent recessed area for the residential entrance will provide a rest area for passing pedestrians. As such, staff advise that the presence of multiple recessed entryways meets the intent of the design manual.

Lighting - 3.5.4 a to f

Although no specific lighting details have been provided, the applicant has shown through renderings and the design rationale the lighting intent for the project. Lights are shown above the residential entrances along Bishop Street and within the recessed residential entryway on Hollis. An LED back-lit art wall has also been proposed on the Hollis Street frontage which will further accentuate the façade and provide additional lighting. Because the retail space is entirely enclosed within glass, the internal lighting will be prominent. Therefor external lighting is less important for the commercial space though the applicant has indicated in the design rationale that lighting elements will be included to highlight this space.

Future Retail Uses – 3.1.1f, 3.2.3c

To ensure an interesting and active pedestrian environment, commercial uses are encouraged on all downtown streets. The above noted guidelines speak to areas where commercial uses are not currently viable and should be designed in such a way to allow conversion at a future date. For this project, four residential units with individual access are proposed along the Bishop Street frontage. Considering the significant grade change along this street, future commercial uses may not be appropriate and as such designing these spaces for potential conversion is less important. However, as noted previously, each unit has an individual access to the street which does retain some potential for future change.

Roof Line and Roofscapes – 3.3.4a

The design manual speaks to how roof lines and roofscapes can have a significant impact on the image of the city. Because of the sloping nature of the downtown and the multiple vantage points available, particular attention must be paid to the impact of mid and high rise buildings to the city's skyline. In this case, although this building is greater than six storeys, there is no tower element to impact the skyline. Also, the proposed building is mostly surrounded by buildings of a similar or larger scale and will therefore be less noticeable within the city's skyline.

Variance Requests

Four variances are being sought to the quantitative requirements of the Downtown Halifax LUB. The applicant has outlined each of the variance requests through diagrams and provided a rationale for them pursuant to the design manual criteria (Attachments D). Importantly, the diagrams in Attachment D indicate the extent of each variance. The staff review of each variance request is provided in this section as outlined below.

Variance 1: Maximum Height – Additional Storey

Section 8(6) of the LUB states that no building shall exceed the permitted pre-bonus heights except in accordance with the following:

- Section 8(7), which allows for extra height in exchange for a specified public benefit or;
- Section 8(8), which allows additional height to be considered for a number of rooftop elements.

The subject site falls within two height precincts and the applicant has requested a variance for the portion of the building within the 22 metre height precinct to allow for an additional one metre of building height.

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

3.6.8 Maximum building height may be subject to modest variance by Site Plan Approval where:

a. the maximum height is consistent with the objectives and guidelines of the design manual; and

b. the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;

c. the maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements;

d. where a landmark building element is provided pursuant to the design manual; or

e. where the additional height is shown to enable the adaptive re-use of heritage buildings.

The intent of provisions allowing modest increases to maximum height is cited within Section 3.4 of the Design Manual as being, "*…to encourage massing and design that accentuate the visual prominence of the site."* With this being said, the subject site is not in a location defined as a Prominent Visual Terminus, and as such, this provision does not apply. Further, the additional 1 metre in height is designed in a contiguous manner with the upper storey façade. While this additional 1 metre of height has the benefit of providing increased floor to ceiling heights internal to the building, an increase of 1 metre provides no additional architectural benefit as seen from the exterior of the building and public realm at large given its uniformity with the upper storeys of the building.

Section 3.6.8b requires that additional building height not result in an increase in gross floor area. The applicant has indicated that if the height is to remain at 22 metres, the same gross floor area could be achieved, however, the floor-to-floor heights would be reduced, thereby compromising the overall design. While this may be true, there is no design rationale which supports the need to maintain the same gross floor area. Instead of compromising the design by lowering the floor-to-floor heights, the applicant can reduce the overall height of the building by removing a storey to meet the requirement. Given that the variance request does not meet the required criteria found in Section 3.6.8, a variance under this section is not supported.

Section 3.6.8c does not apply in this case as the property is not within a view plane.

Section 3.6.8d stipulates that landmark building elements warrant exceptions to the permitted height. The applicant has noted that the mid-rise portion of the building acts as a landmark building element and the additional height is integral to the overall design and how the building fits within the street context. While this rationale may have some merit, the LUB does not identify additional building height as a landmark feature and as such the Committee cannot consider variances for this reason.

Considering the above, staff recommends that Variance 1 be refused.

Variance 2: Maximum Height – Railings and Penthouse
Section 8(10) of the LUB stipulates that rooftop features be setback no less than 3 metres from the outer most edge of the roof. In this case, the penthouse and stair/elevator enclosure will have no setback from the southern roofline. Further, a glass guardrail measuring approximately 1 metre in height is proposed along the roof edge of the 8th level terrace.

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

3.6.8 a. the maximum height is consistent with the objectives and guidelines of the design manual; and

b. the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;

The proposed variances are largely due to the limited size of the building footprint. There are very few options to locate these features and the proposed location is the most appropriate. The penthouse and stair/elevator enclosure are to be located at the south side of the rooftop, interior to the site, with minimal visibility from the street. The proposed railing is glass, thereby limiting the visual effect from the street while also providing a necessary safety feature for users of the rooftop terrace. As such, the variance request can be considered to remain consistent with the objectives and guidelines of the design manual. Staff recommends this variance be approved.

Variance 3: Land Uses at Grade (Ground Floor Height)
Section 8(13) of the LUB requires a minimum ground floor height of 4.5 metres (14.75 feet). Due to the grade change along Bishop Street, there are various proposed ground floor heights with a minimum height of 2.824 metres (9.27 feet) for residential units along Bishop Street.

Section 3.6.15 of the design manual allows for a variance to the Land Uses at Grade requirements subject to meeting certain conditions as outlined in Attachment F. Of the potential conditions for a variance, this application is being considered under the following provisions:

3.6.15 a. the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the design manual; and,

b. the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition; and,

c. in the case of the proposed addition to an existing building, the proposed height of the ground floor of the addition matches or is greater than the floor-to-floor height of the ground floor of the existing building; or

e. in the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up

or step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical

The proposed variance is requested to address the sloping conditions along Bishop Street where there is a significant drop in elevation of approximately 5.7 metres. To avoid a sunken floor condition along this façade and to provide these units direct access to the street, a variance is required.

The variance requested along Hollis Street is largely due to the attempt to minimize the overall height of the building. The proposed floor-to-floor height for the commercial space along Hollis Street is 3.53 metres and while not ideal, it is congruent with the neighboring property, the Waterford. This variance request is recommended.

Variance 4: Streetwall Stepback

Section 9(7) of the LUB states that above the prescribed height of a streetwall, buildings are to be stepped back a minimum of 3.0 metres where the overall height is no greater than 33.5 metres. This requirement is not met along portions of the Bishop Street frontage due to three bays of enclosed balconies.

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

3.6.5 a. the upper storey streetwall setback is consistent with the objectives and guidelines of the design manual; and

b. the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.

The requested variance is for a series of enclosed balconies along the Bishop Street frontage. Although these balconies do encroach into the required 3 metre stepback, they are enclosed in glass and light colored stone which will substantially mitigate their impact on the pedestrian environment. Further, the positive benefit resulting from the modification is a more interesting and articulated façade that better relates to the context of the area. This variance request is also recommended.

Post-Bonus Height Public Benefit

The Downtown Halifax LUB specifies a maximum pre-bonus height and a maximum post-bonus height. Projects that propose to exceed the maximum pre-bonus height are required to provide a public benefit. The LUB lists the required public benefit categories, and establishes a public benefit value that, with adjustments for inflation, is the equivalent of $4.47 for every 0.1 square metres of gross floor area created by extending above the pre-bonus height. The maximum pre-bonus height for the proposal is 26 metres while the post-bonus height is 34 metres. The gross floor area to be gained is approximately 285 square metres. A preliminary calculation of the value of the required public benefit is approximately $12,939. The applicant proposes that the public benefit be the provision of public art.

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

Wind Assessment

A qualitative wind impact assessment was prepared by Ekistics Planning and Design for the project (Attachment E). The purpose of the assessment is to determine whether the site and its surroundings will be safe and comfortable for pedestrians once the new building addition is constructed. The concern with respect to wind conditions is whether the site, and in particular the surrounding sidewalks, will be comfortable for their intended usage.

The assessment concludes that the proposed building is a modest change from the existing situation. The study noted the following in particular:

1. The proposed landscaped open space between the Waterford and the proposed building would have considerable wind protection;
2. There would be very little wind impact on Government House or the Waterford as a result of the proposed development; and
3. There would be a marginal increase in discomfort during the winter months along Hollis Street and in the summer months along Bishop Street.

The assessment concludes that mitigation measures will not be necessary.

Conclusion
Staff advise that the proposed development and the requested variances are generally consistent with the objectives and guidelines of the design manual; with the exception of the requested variance to increase the maximum height as outlined in Variance 1, Attachment D. It is, therefore, recommended that the substantive site plan approval application be approved with the condition that Variance 1, a request for an increase to the maximum height as outlined in Attachment D, be refused.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2017-18 operating budget for C310 Urban & Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. The risks considered rate low. To reach this conclusion, consideration was given to hazard risks (wind impacts on pedestrian safety).

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site plan approvals. The level of engagement was information sharing, achieved through the developer's website, public kiosks at HRM Customer Service Centres, and a Public Open House held on March 29, 2017.

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES

1. The Design Review Committee may choose to approve without conditions the application as shown on Attachment B. If this alternative is chosen then Recommendations 1 and 2 will have to be amended accordingly.

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

3. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific guidelines of the design manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

ATTACHMENTS

Map 1 Zoning and Location

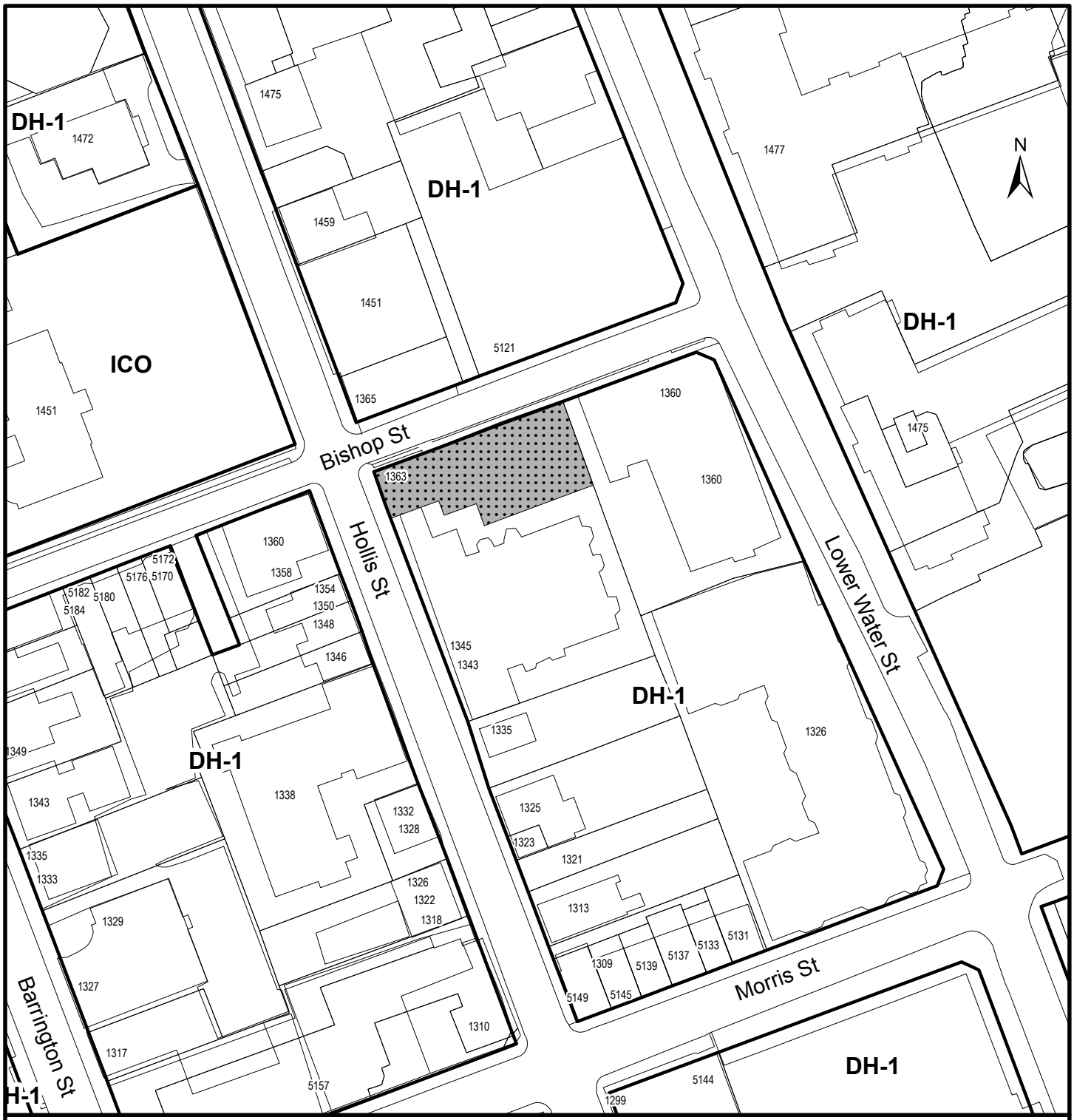
Attachment A Legislative Authority
Attachment B Site Plan Approval Plans
Attachment C Design Rationale
Attachment D Requested Variances
Attachment E Wind Assessment
Attachment F Design manual Checklist

A copy of this report can be obtained online at http://www.halifax.ca/commcoun/index.php then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Melissa Eavis, Planner II, 902.490.3966

Original Signed

Report Approved by: Kelly Denty, Manager of Current Planning, 902.490.4800



Map 1 - Zoning and Location

1363 Hollis Street
Halifax

HALIFAX

Subject Area

Zone

DH-1 Downtown Halifax
ICO Institutional, Cultural and Open Space

0 40 m

Downtown Halifax
Land Use By-Law Area

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

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

Attachment A – Legislative Authority

Part VIII, Halifax Regional Municipality Charter ("HRM Charter"), including:

Site-plan approval

246 **(1)** Where a municipal planning strategy so provides, a land-use by-law shall identify
(a) the use that is subject to site-plan approval;
(b) the area where site-plan approval applies;
(c) the matters that are subject to site-plan approval;
(d) those provisions of the land-use by-law that may be varied by a site-plan approval;
(e) the criteria the development officer must consider prior to granting site-plan approval;
(f) the notification area;
(g) the form and content of an application for site-plan approval; and
(h) with respect to the HRM by Design Downtown Plan Area and the Centre Plan Area, the requirements for public consultation that must take place prior to an application for site plan approval being submitted to the Municipality.

(2) No development permit may be issued for a development in a site-plan approval area unless
(a) the class of use is exempt from site-plan approval as set out in the land-use by-law and the development is otherwise consistent with the requirements of the land-use by-law; or
(b) the development officer has approved an application for site-plan approval and the development is otherwise consistent with the requirements of the land-use by-law.

(3) A site-plan approval may deal with
(a) the location of structures on the lot;
(b) the location of off-street loading and parking facilities;
(c) the location, number and width of driveway accesses to streets;
(d) the type, location and height of walls, fences, hedges, trees, shrubs, ground cover or other landscaping elements necessary to protect and minimize the land-use impact on adjoining lands;
(e) the retention of existing vegetation;
(f) the location of walkways, including the type of surfacing material, and all other means of pedestrian access;
(g) the type and location of outdoor lighting;
(h) the location of facilities for the storage of solid waste;
(i) the location of easements;
(j) the grading or alteration in elevation or contour of the land and provision for the management of storm and surface water;
(k) the type, location, number and size of signs or sign structures;
(l) the external appearance of structures in the HRM by Design Downtown Plan Area and the Centre Plan Area;
(m) provisions for the maintenance of any of the items referred to in this subsection.

Design review committees

246A **(1)** The Council may, by by-law, establish one or more design review committees for the HRM by Design Downtown Plan Area and the Centre Plan Area.

(2) Subject to subsection (3), the design review committee shall exercise the powers of the development officer with respect to any matter set out in subsection 246(3) to the extent, for the area and under the conditions set out in the by-law and, for greater certainty, a decision of the design review committee is in substitution for a decision of the development officer.

(3) A decision of the design review committee is not in substitution of a decision of the development officer for the issuance of any permits.

(4) The by-law referred to in subsection (1) must

(a) provide for the membership of the design review committee;
(b) provide for the appointment of the chair and other officers of the committee;
(c) fix the terms of appointment and set out provisions respecting re-appointment if any;
(d) fix the remuneration, if any, to be paid to the chair of the committee, if the chair is not a Council member;
(e) determine the reimbursement of members of the committee for expenses incurred as members;
(f) establish the duties and procedure of the committee;
(g) provide for the matters the committee may consider when reviewing the external appearance of structures for a development; and
(h) list non-substantive matters that may not be appealed.

(5) The by-law referred to in subsection (1) may provide that the members are to be appointed by resolution.

(6) There is an appeal to the Council from a decision of the design review committee, except in relation to those non-substantive matters listed in the by-law pursuant to clause (4)(h).

(6A) The results of all public consultation with respect to the Centre Plan Area pursuant to clause 246(1)(h) or regulations made pursuant to clause 277A(1)(b) must be submitted to the design review committee.

(7) The design review committee shall approve or refuse an application within sixty days from the date of the application.

(8) An application that is not approved or refused within sixty days is deemed to have been refused.

(9) An appeal to the Council, pursuant to subsection (6) must be heard by the Council within sixty days unless the parties to the appeal agree otherwise and the Council shall render its decision within thirty days after having heard the appeal.

(10) Where a design review committee approves or refuses to approve an application for a site plan, the process and notification procedures and the rights of appeal are the same as those that apply when a development officer grants or refuses to grant a variance.

Site-plan approval

247 **(1)** A development officer shall approve an application for site-plan approval unless
(a) the matters subject to site-plan approval do not meet the criteria set out in the land-use by-law; or
(b) the applicant fails to enter into an undertaking to carry out the terms of the site plan.

(2) Where a development officer approves or refuses to approve a site plan, the process and notification procedures and the rights of appeal are the same as those that apply when a development officer grants or refuses to grant a variance.

(3) Notwithstanding subsection (2), the Council may require a larger notification distance for site-plan approvals in its land-use by-law if the municipal planning strategy so provides.

(4) The Council, in hearing an appeal concerning a site-plan approval, may make any decision that the development officer could have made.

(5) The Council may by resolution provide that any person applying for approval of a site plan must pay the Municipality the cost of
(a) notifying affected land owners; and
(b) posting a sign.

(6) A development officer may, with the concurrence of the property owner, discharge a site-plan, in whole or in part.

(7) Subsections (8) and (9) apply only with respect to the HRM by Design Downtown Plan Area and the Centre Plan Area.

(8) A development officer may, with concurrence of the property owner, amend the site plan for matters that are non-substantive.

(9) For those amendments consisting of non-substantive matters listed in the by-law pursuant to clause 246A(4)(h), there is no appeal.

Development permit in site-plan approval area

248 **(1)** A development officer shall issue a development permit for a development in a site-plan approval area if a site plan is approved, the development otherwise complies with the land-use by-law and

(a) the appeal period has elapsed and no appeal has been commenced; or

(b) all appeals have been abandoned or disposed of or the site plan has been affirmed by the Council.

Prohibition on breach of agreement or site plan

273 No person shall breach the terms of a development agreement, site plan, or an incentive or bonus zoning agreement.

Breach of approved site plan

275 **(1)** The Municipality may, upon the breach of an approved site plan, where thirty days notice in writing has been provided to the owner, enter the land and perform any of the terms contained in the site plan.

(2) All reasonable expenses whether arising out of the entry on the land or from the performance of the terms of the site plan are a first lien on the land that is the subject of the site plan.

(3) No action lies against the Municipality or against any agent, servant or employee of the Municipality for anything done pursuant to this Section.

Attachment B: Site Plan Approval Plans

IMAGE A_BISHOP AND HOLLIS

DEXEL
1245 Barrington Street
Halifax, NS B3J 1Y2
E. dexel@eastlink.ca
T. 902.446.9916
F. 902.444.6609

BISHOP
1363 Hollis Street
Halifax Nova Scotia
Canada

COVER

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: A-000

IMAGE B_HOLLIS RESIDENTIAL ENTRY

DEXEL
1245 Barrington Street
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T. 902.446.9916
F. 902.444.6609

BISHOP

1363 Hollis Street
Halifax Nova Scotia
Canada

RENDERING
RESIDENTIAL ENTRY

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-000**

Plotted on 2017-04-12 at 8:18 AM File Path: BIM Server: ParaS - BIMcloud Studio 19\BISH MAIN 2016-11-16

IMAGE C_BISHOP FACADE

DEXEL
1245 Barrington Street
Halifax, NS B3J 1Y2
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T. 902.446.9916
F. 902.444.6609

BISHOP

1363 Hollis Street
Halifax Nova Scotia
Canada

RENDERING
BISHOP FACADE

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-000**

Plotted on 2017-04-12 at 8:18 AM File Path: BIM Server: ParaS - BIMcloud Studio 19\BISH MAIN 2016-11-16

IMAGE D_BISHOP FACADE ENLARGED

DEXEL
1245 Barrington Street
Halifax, NS B3J 1Y2
E. dexel@eastlink.ca
T. 902.446.9916
F. 902.444.6609

BISHOP

1363 Hollis Street
Halifax Nova Scotia
Canada

RENDERING
BISHOP FACADE ENLARGED

DATE: 2017-04-12

SCALE: AS NOTED

DRAWN BY: STAFF

CHECKED BY: LL

JOB NUMBER: #Pln

SHEET NUMBER: **A-000**

IMAGE E_WALK-UP ENTRY

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BISHOP

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Halifax Nova Scotia
Canada

RENDERING
WALK-UP ENTRY

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-000**

P2 PARKING					
TOWNHOUSE	TH 01	2 BR	2 BATH	TYPE ?	63.30
TOWNHOUSE	TH 02	2 BR	2 BATH	TYPE ?	63.30
TOWNHOUSE	TH 03	2 BR	2 BATH	TYPE ?	63.30
					189.90 m^2
P1 PARKING					
TOWNHOUSE	TH 01	1BR	2 BATH	TYPE ?	47.07
TOWNHOUSE	TH 02	1BR	2 BATH	TYPE ?	47.07
TOWNHOUSE	TH 03	1BR	2 BATH	TYPE ?	47.16
TOWNHOUSE	TH 04	1BR	1 BATH	TYPE ?	59.40
					200.70 m^2
1st FLOOR					
PODIUM	103	1BR	1 BATH	TYPE ?	51.47
PODIUM	104	1BR	1 BATH	TYPE ?	66.05
PODIUM	105	1BR	1 BATH	TYPE ?	66.05
PODIUM	106	1BR	1 BATH	TYPE ?	66.05
PODIUM	107	2 BR	2 BATH	TYPE ?	106.90
					356.52 m^2
2nd FLOOR					
PODIUM	201	2 BR	1 BATH	TYPE ?	81.15
PODIUM	202	1BR	1 BATH	TYPE ?	58.89
PODIUM	203	1BR	1 BATH	TYPE ?	66.05
PODIUM	204	1BR	1 BATH	TYPE ?	66.05
PODIUM	205	1BR	1 BATH	TYPE ?	66.05
PODIUM	206	1BR	1 BATH	TYPE ?	66.05
PODIUM	207	2 BR + DEN	2 BATH	TYPE ?	111.11
					515.35 m^2
3rd FLOOR					
PODIUM	301	2 BR	1 BATH	TYPE ?	81.15
PODIUM	302	1BR	1 BATH	TYPE ?	58.87
PODIUM	303	1BR	1 BATH	TYPE ?	66.22
PODIUM	304	1BR	1 BATH	TYPE ?	66.05
PODIUM	305	1BR	1 BATH	TYPE ?	66.05
PODIUM	306	1BR	1 BATH	TYPE ?	66.05
PODIUM	307	2 BR + DEN	2 BATH	TYPE ?	111.11
					515.50 m^2
4th FLOOR					
PODIUM	401	2 BR	1 BATH	TYPE ?	80.24
PODIUM	402	1BR	1 BATH	TYPE ?	58.90
PODIUM	403	1BR	1 BATH	TYPE ?	66.06
PODIUM	404	1BR	1 BATH	TYPE ?	66.06
PODIUM	405	1BR	1 BATH	TYPE ?	66.06
PODIUM	406	1BR	1 BATH	TYPE ?	66.06
PODIUM	407	2 BR + DEN	2 BATH	TYPE?	111.21
					514.59 m^2
5th FLOOR					
TOWER	501	2 BR	2 BATH	TYPE ?	92.06
TOWER	502	1BR	1.5 BATH	TYPE ?	67.78
TOWER	503	1BR	1.5 BATH	TYPE ?	67.77
TOWER	504	2 BR	2 BATH	TYPE ?	95.40
					323.01 m^2
6th FLOOR					
TOWER	601	2 BR	2 BATH	TYPE ?	92.06
TOWER	602	1BR	1.5 BAT	TYPE ?	67.86
TOWER	603	1BR	1.5 BAT	TYPE ?	67.86
TOWER	604	2 BR	2 BATH	TYPE ?	96.26
					324.04 m^2
7th FLOOR					
TOWER	701	2 BR	2 BATH	TYPE ?	92.08
TOWER	702	1BR	1.5 BATh	TYPE ?	67.77
TOWER	703	1BR	1.5 BATh	TYPE ?	67.78
TOWER	704	2 BR	2 BATH	TYPE ?	93.46
					321.09 m^2
8th FLOOR-MAIN ROOF					
PENTHOUSE	801	2 BR	2.5 BATH	TYPE ?	101.83
					101.83 m^2
9th FLOOR-PENTHOUSE					
PENTHOUSE	801	2 BR	2.5 BATH	TYPE ?	44.73
					44.73 m^2
					3,407.26 m^2

UNIT BY BDRMS TYPE
1BR
26
2 BR
14
2 BR + DEN
3
43

SHEET NUMBER: A-000
JOB NUMBER: #PIn
CHECKED BY: LL
DRAWN BY:: STAFF
SCALE: AS NOTED
DATE: 2017-04-12

UNIT BREAKDOWN SUMMARY TABLE

BISHOP

1363 Hollis Street
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Canada

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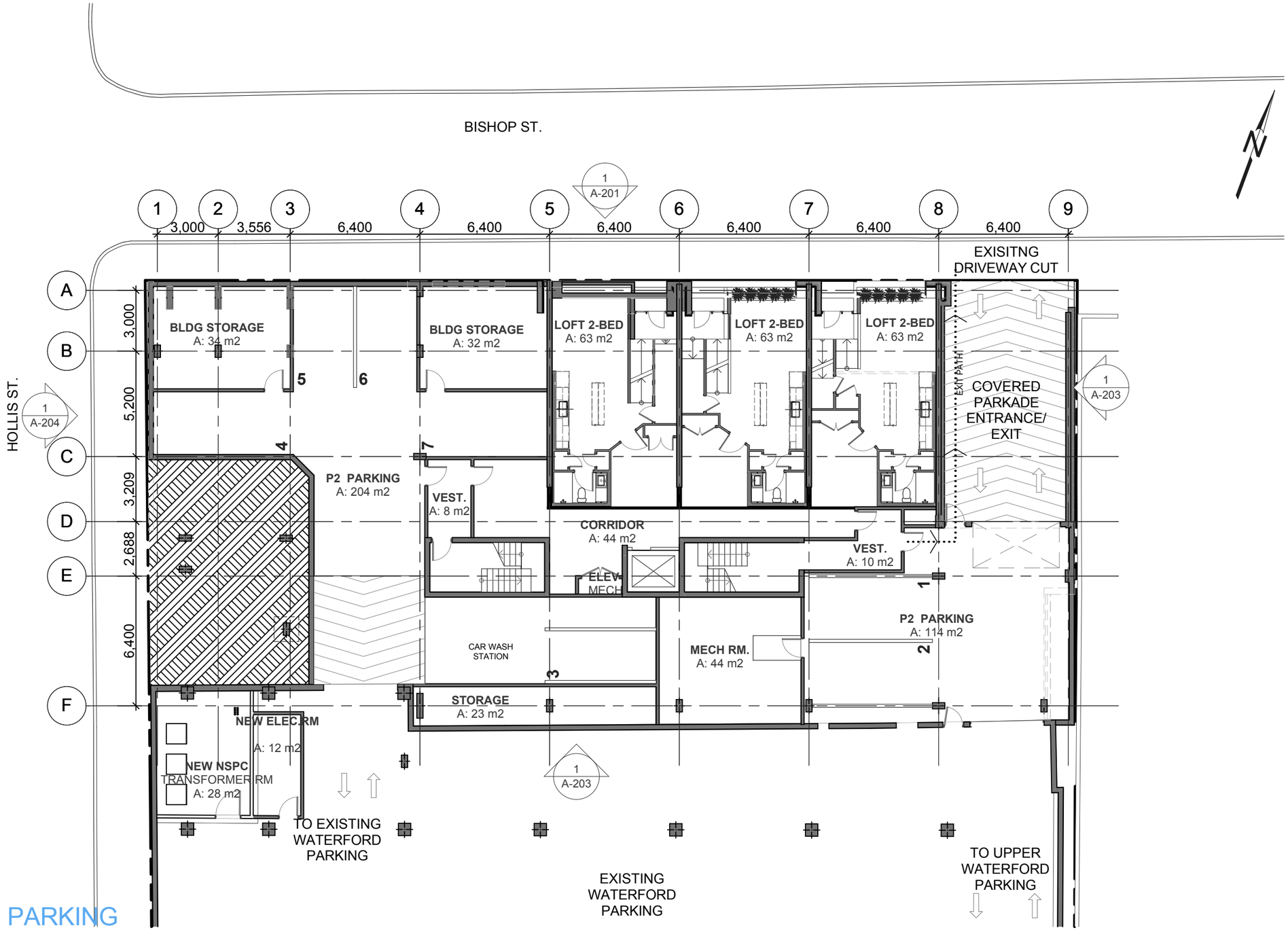

1
A-101

P2 PARKING

SCALE: 1:200

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BISHOP

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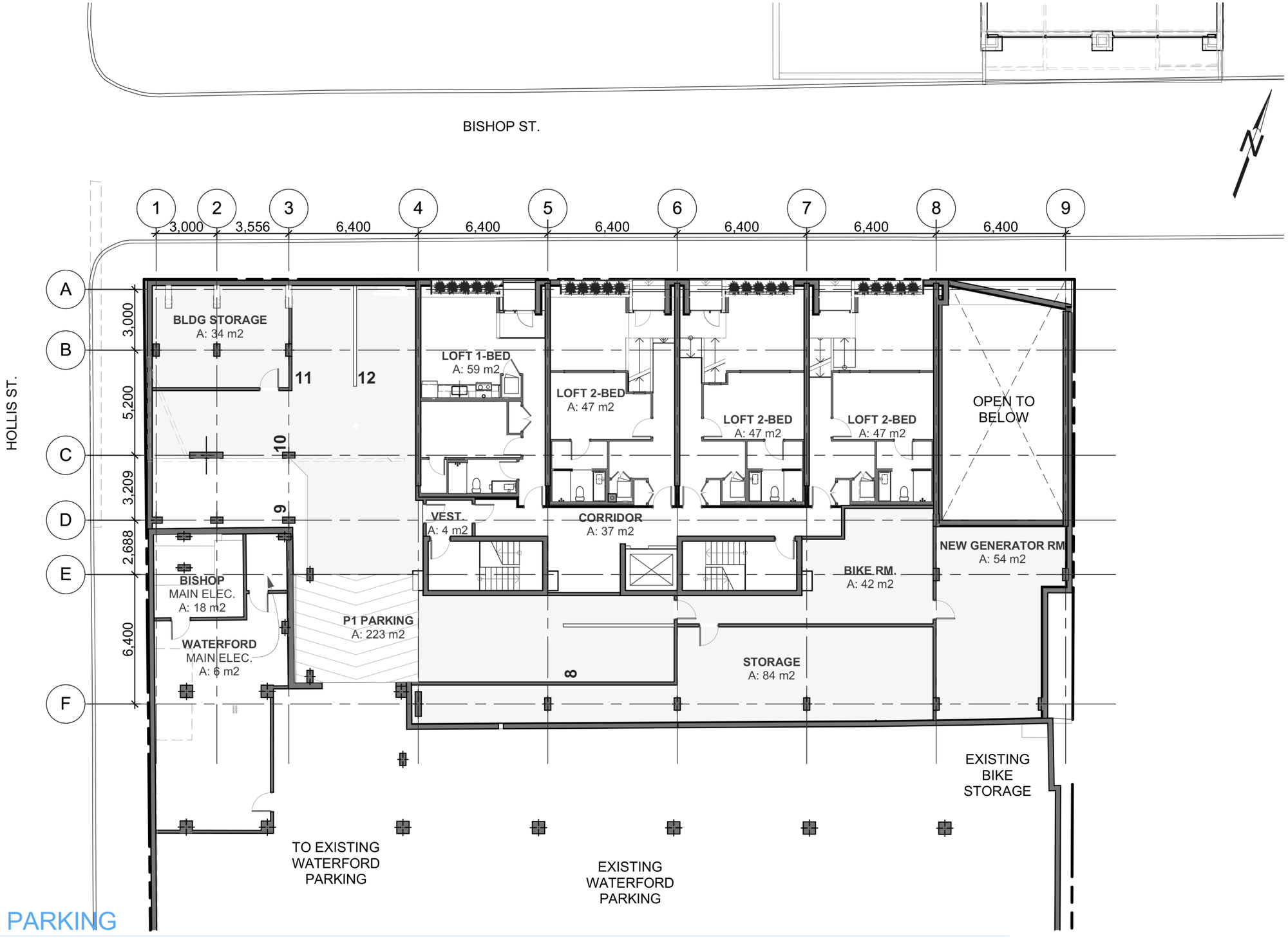
PARKING LEVEL 2

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-101**



1 A-102

P1 PARKING

SCALE: 1:200

DEXEL
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BISHOP

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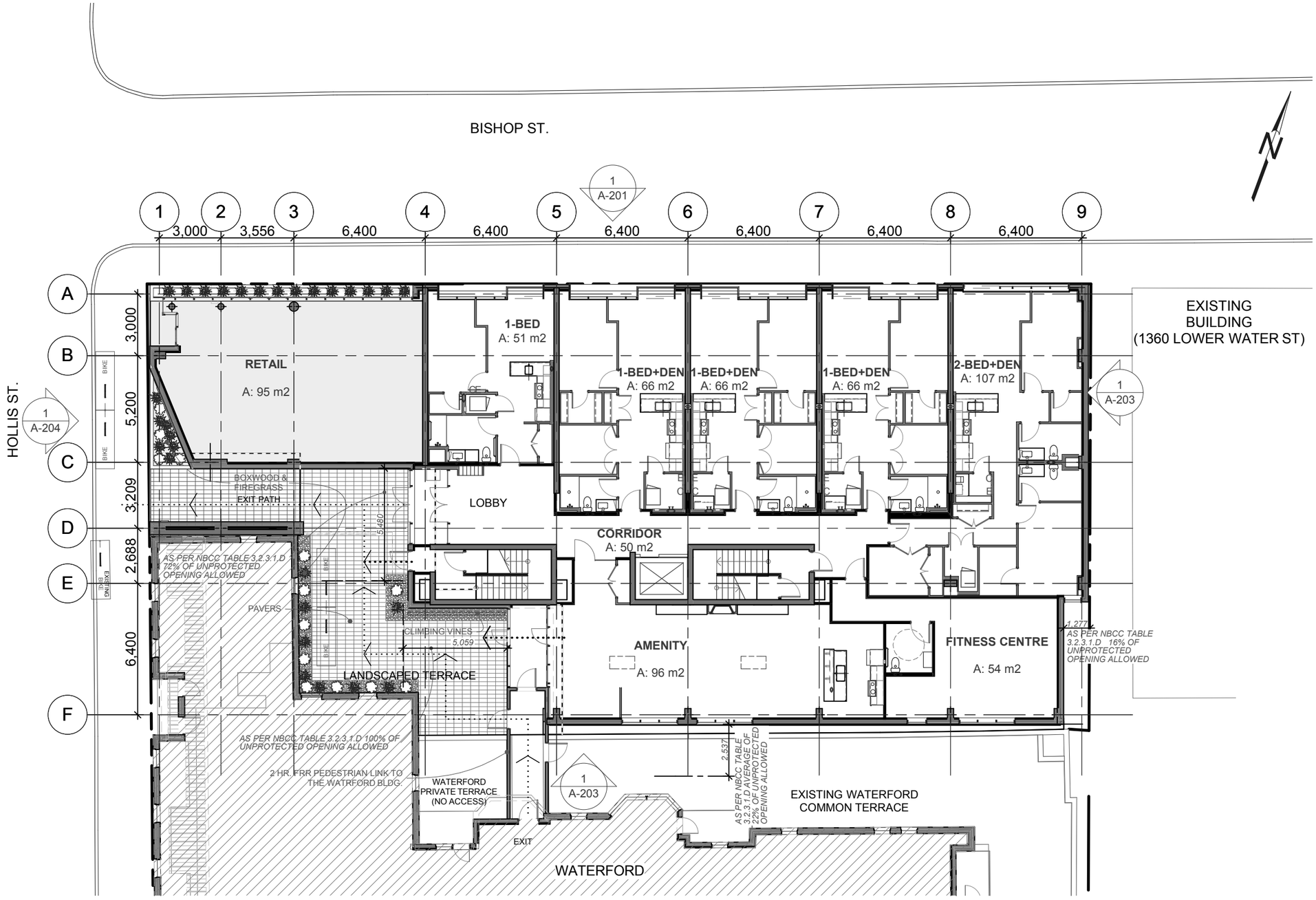
PARKING LEVEL 1

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-102**



1
A-103

1st FLOOR

SCALE: 1:200

DEXEL
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BISHOP

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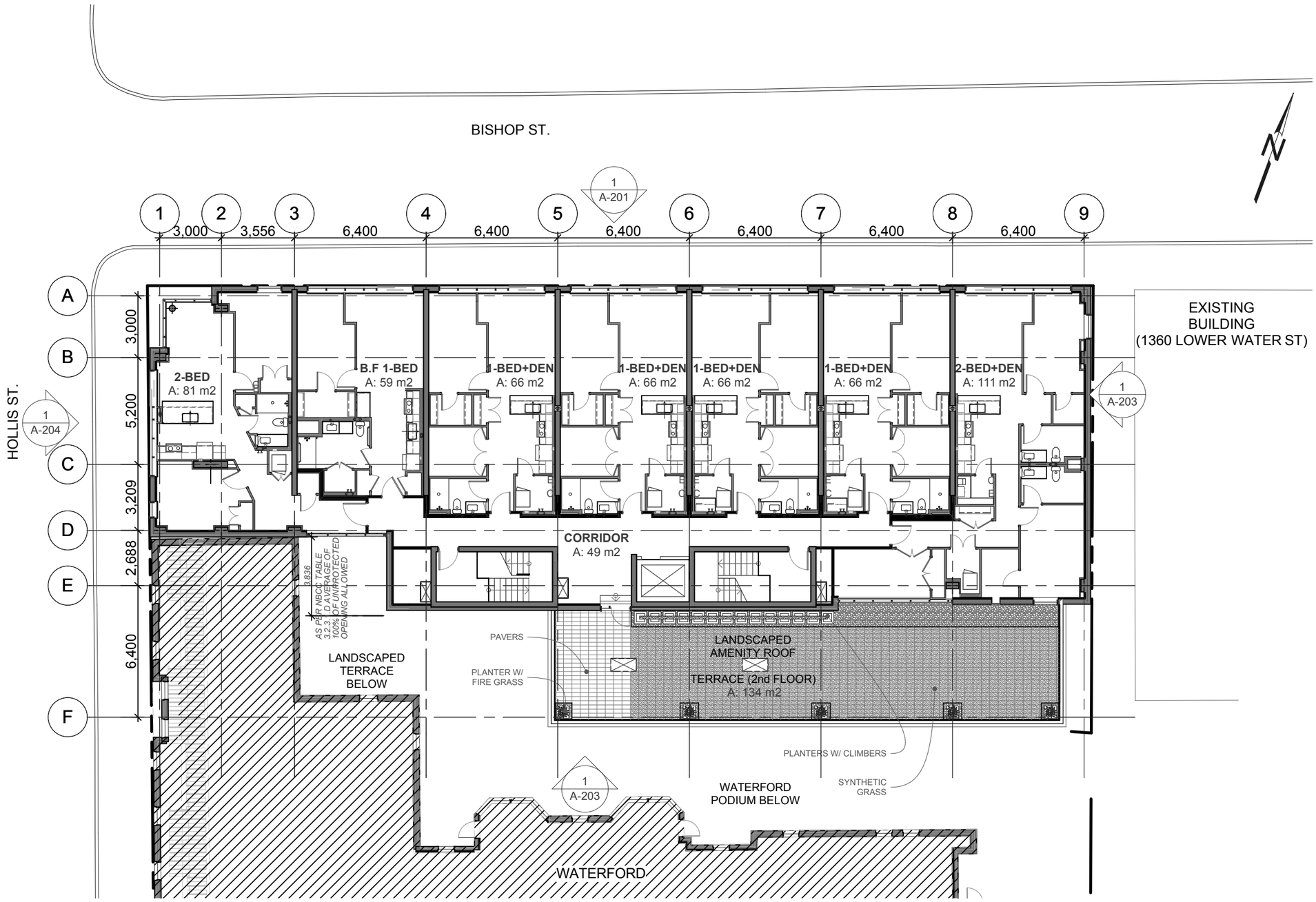
Canada

GROUND FLOOR PLAN

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-103**

Plotted on 2017-04-12 at 4:46 PM File Path: BIM Server: ParaS - BIMcloud Studio 19/BISH MAIN 2016-11-16



1 A-104 FLOOR PLAN LEVELS 02_03_04

SCALE: 1:200

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FLOOR PLAN LEVELS _02_03_ 04

DATE: 2017-04-12
SCALE: AS NOTED
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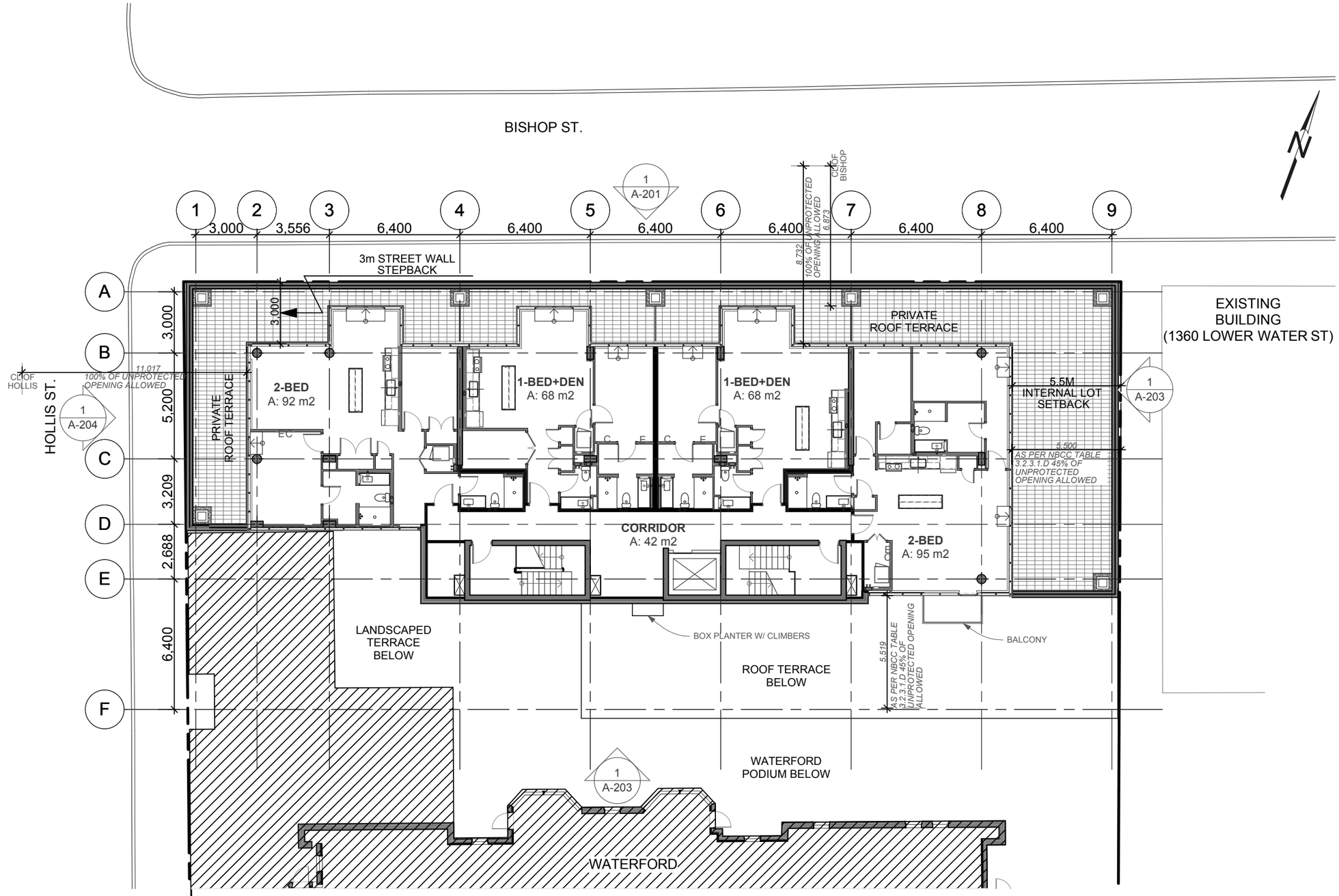
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-104**



1
A-105

FLOOR PLAN LVL 05,06,07

SCALE: 1:200

DEXEL
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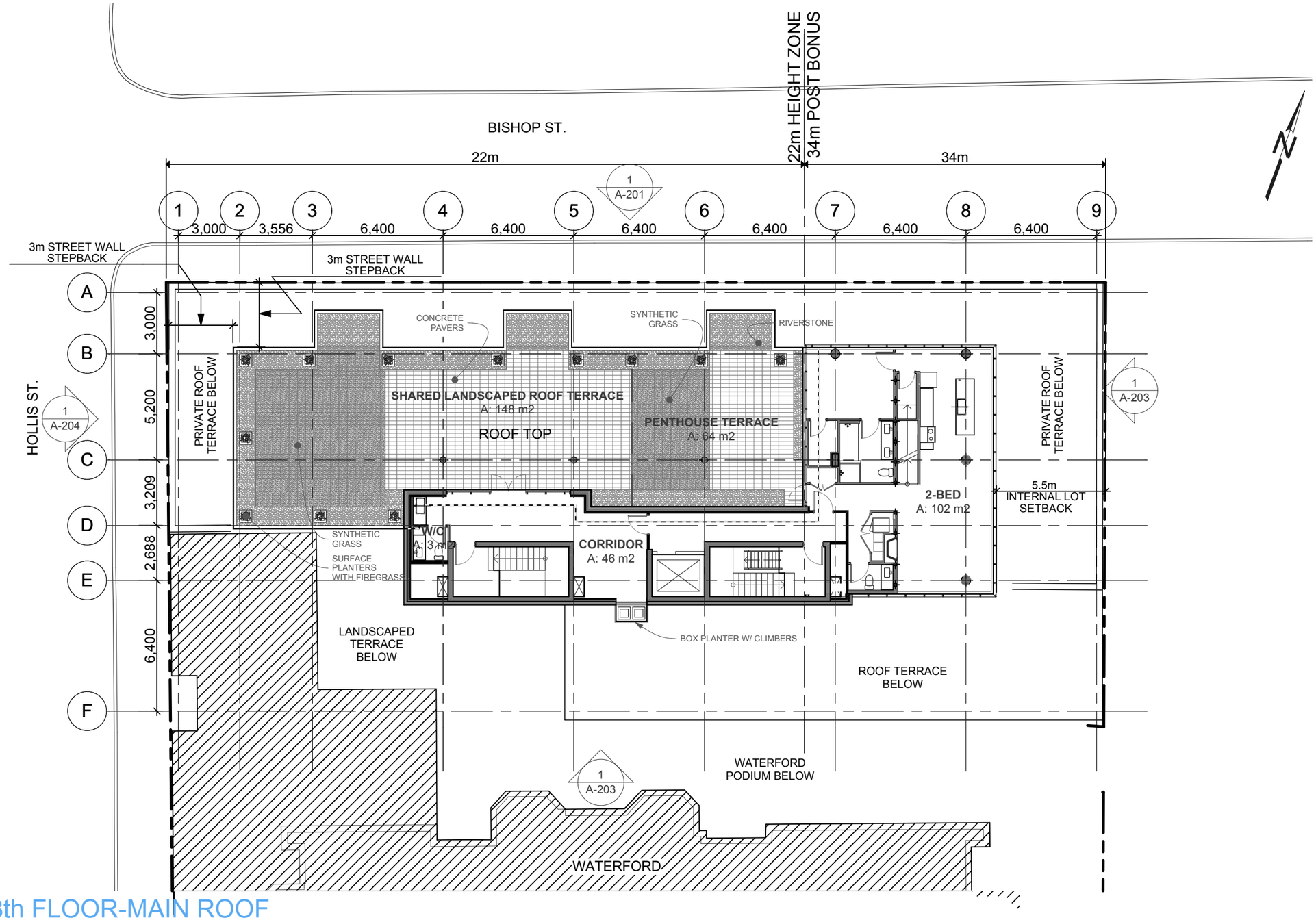
FLOOR PLAN LEVELS _05_06_ 07

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-105**



1
A-106

8th FLOOR-MAIN ROOF

SCALE: 1:200

DEXEL
E. dexel@eastlink.ca
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1245 Barrington Street
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FLOOR PLAN LEVELS 08
PENTHOUSE/ MAIN ROOF

DATE: 2017-04-12
SCALE: AS NOTED
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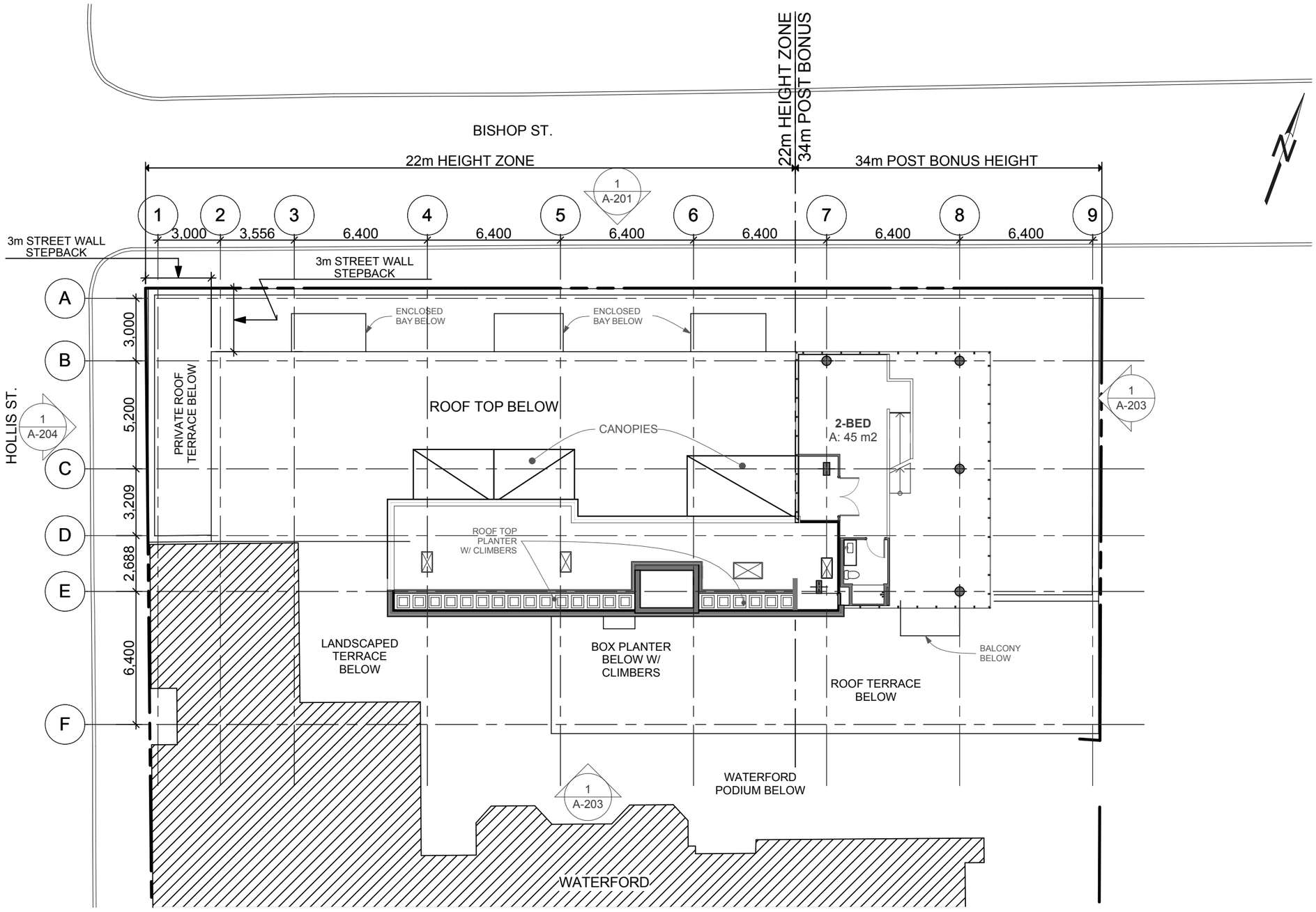
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-106**



1
A-107

9th FLOOR-PENTHOUSE

SCALE: 1:200

DEXEL
E. dexel@eastlink.ca
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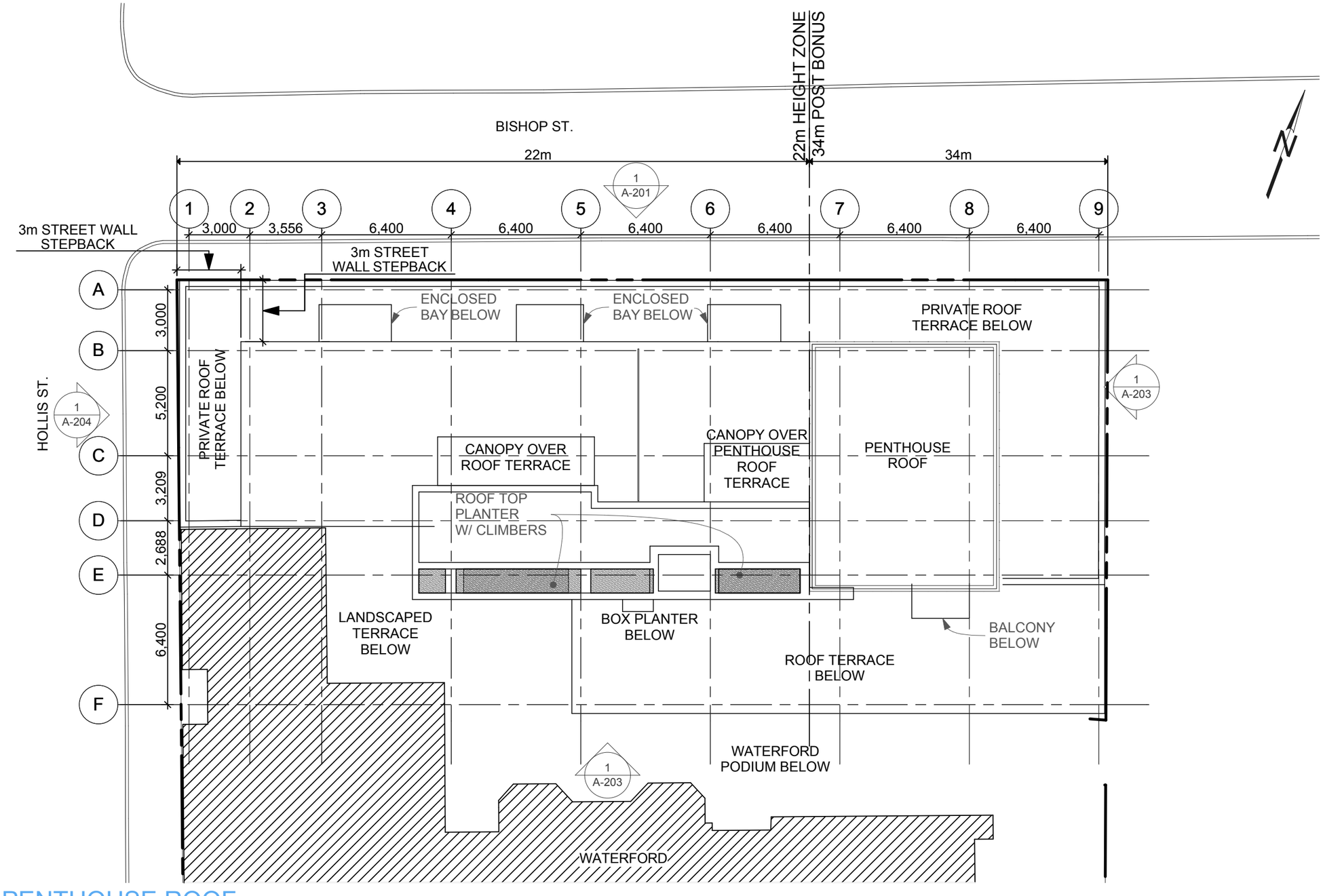
FLOOR PLAN LEVELS 09
PENTHOUSE

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-107**



1
A-108

PENTHOUSE ROOF

SCALE: 1:200

DEXEL
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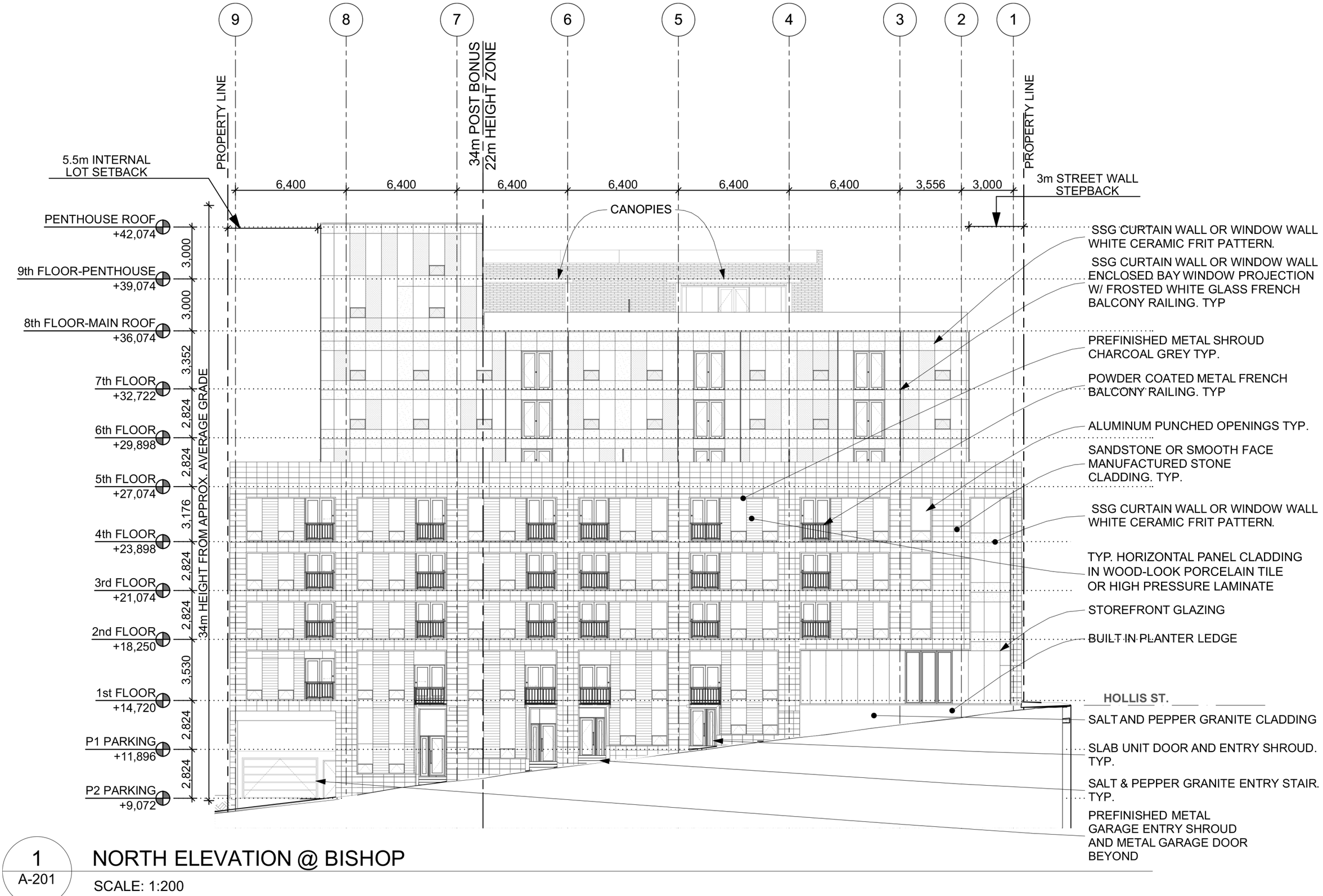
Canada

ROOF PLAN

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-108**



1
A-201

NORTH ELEVATION @ BISHOP

SCALE: 1:200

DEXEL
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T. 902.446.9916
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1245 Barrington Street
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BISHOP
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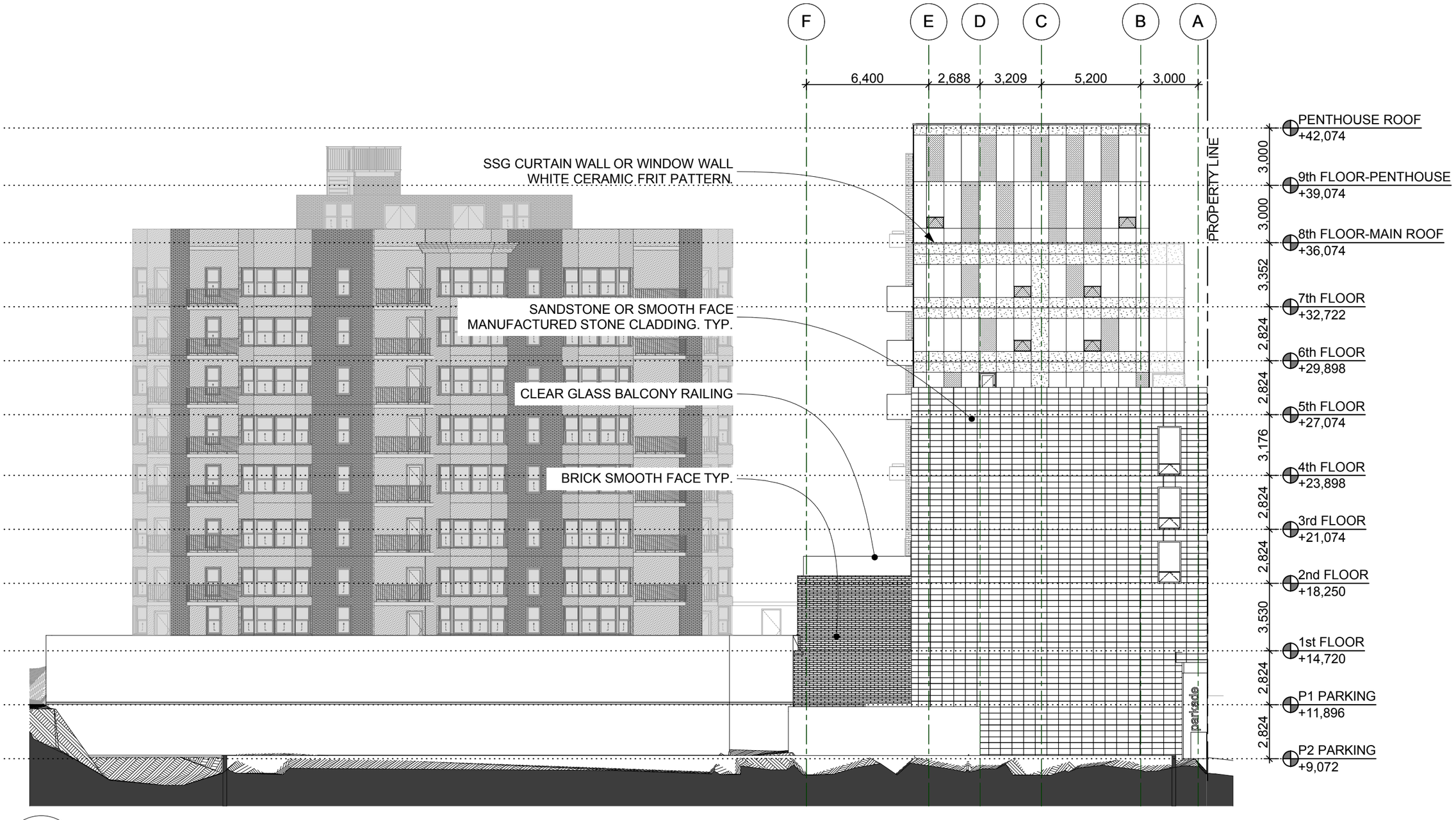
Halifax Nova Scotia
Canada

NORTH ELEVATION

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-201**



1
A-202

EAST ELEVATION @ INTERNAL PROPERTY LINE

SCALE: 1:200

DEXEL
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BISHOP
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Halifax Nova Scotia
Canada

EAST ELEVATION

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-202**

1
A-203

SOUTH ELEVATION @ WATERFORD

SCALE: 1:200

DEXEL
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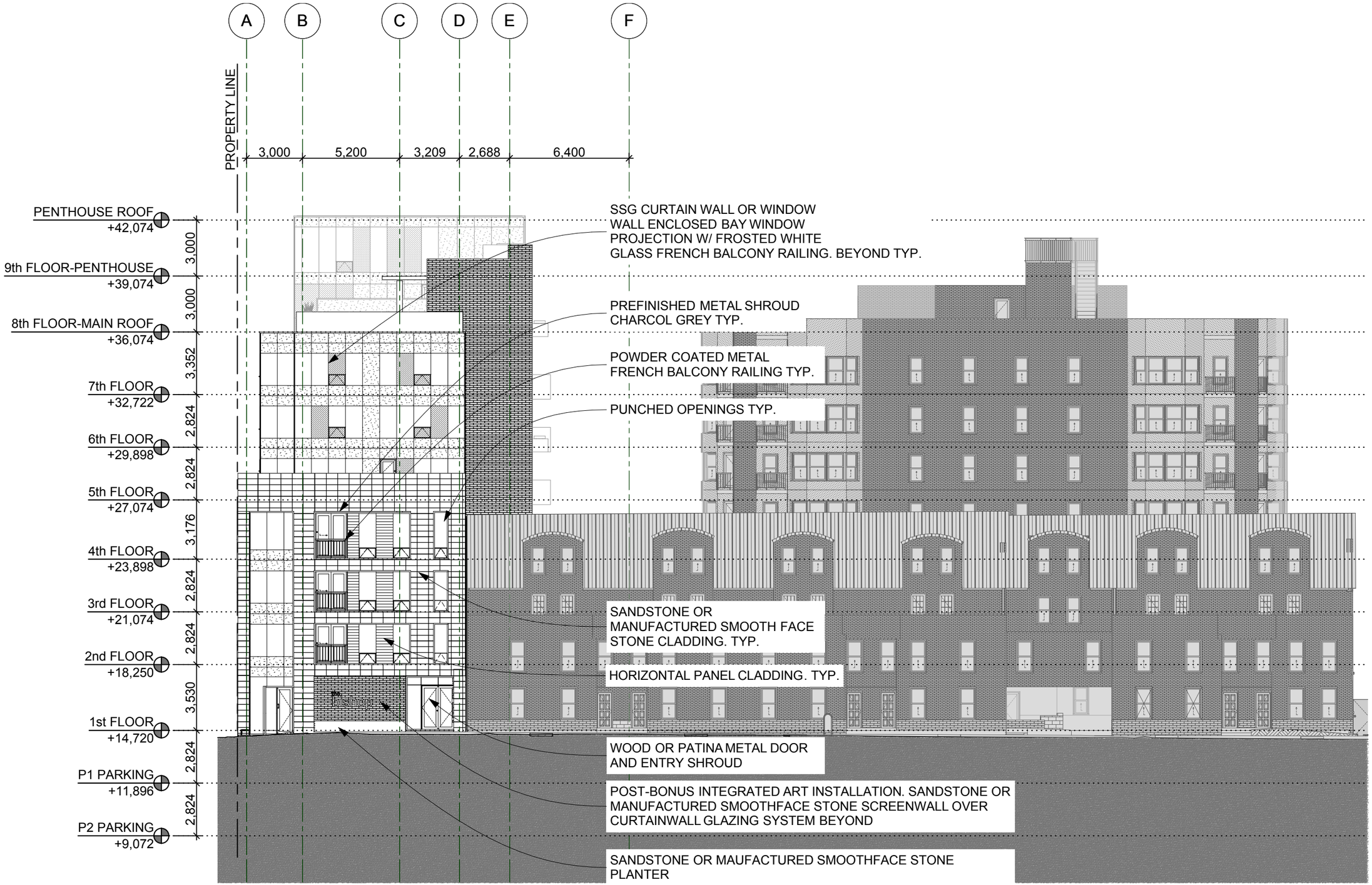
BISHOP

1363 Hollis Street
Halifax Nova Scotia
Canada

SOUTH ELEVATION

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-203**



1
A-204

WEST ELEVATION @ HOLLIS

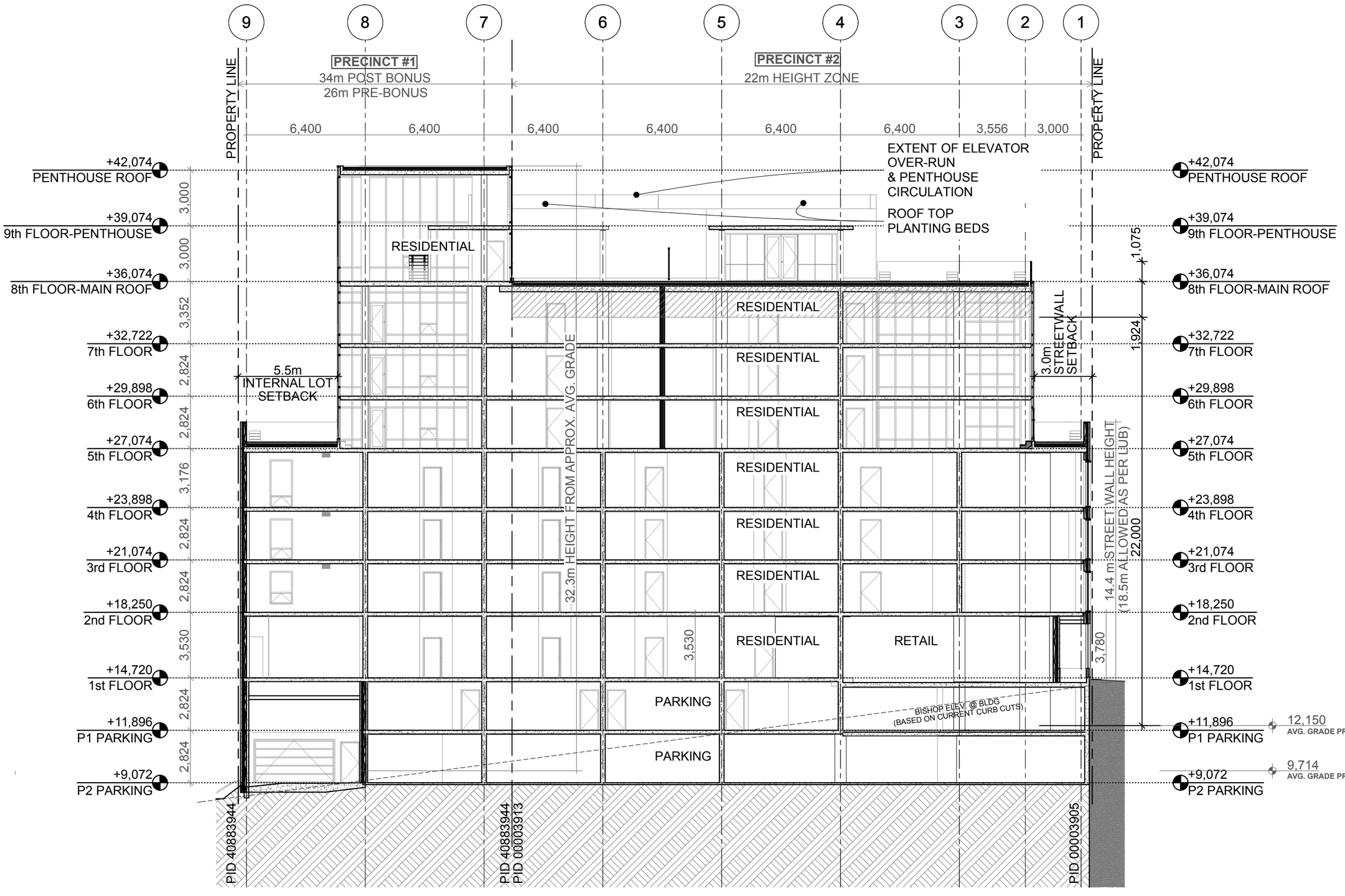
SCALE: 1:200

DEXEL
E. dexel@eastlink.ca
T. 902.446.9916
F. 902.444.6609
1245 Barrington Street
Halifax, NS B3J 1Y2

BISHOP
1363 Hollis Street
Halifax Nova Scotia
Canada

WEST ELEVATION

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-204**



1
A-301

LONGITUDINAL SECTION

SCALE: 1:200

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BISHOP
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Halifax Nova Scotia
Canada

BISHOP STREET SECTION

DATE: 2017-04-12
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-301**

1363 HOLLIS & BISHOP DEVELOPMENT

DESIGN RATIONALE

Submitted by Ekistics Planning & Design
On behalf of DEXEL Developments

APRIL 12th 2017

TABLE OF CONTENTS

3 Project Brief
4 Existing Planning and Land-Use Context
5 Land Use By-Law Summary
7 Public Benefit Proposal
10 S-1 Design Manual Objec ives
22 Conclusion
23 Appendix A: Conceptual Image Gallery

PROJECT BRIEF

Ekistics, on behalf of Dexel Developments, is submitting a Site-Plan Approval Application for a mixed-use development at 1363 Hollis Street, 5140, and 5134 Bishop Street (three lots in total; PIDS 00003905, 00003913, and 40883944). The project site is a corner street location, bounded by Bishop Street to the North and Hollis Street to the West. The 8-storey Waterford Apartment Building (1343 & 1345 Hollis Street PID 00003897) forms the South perimeter and is also owned by the developer (Dexel Developments). The East side of the property is bordered by a 5-storey mixed use building. Across the street, the 21-storey Alexander building is under construction.

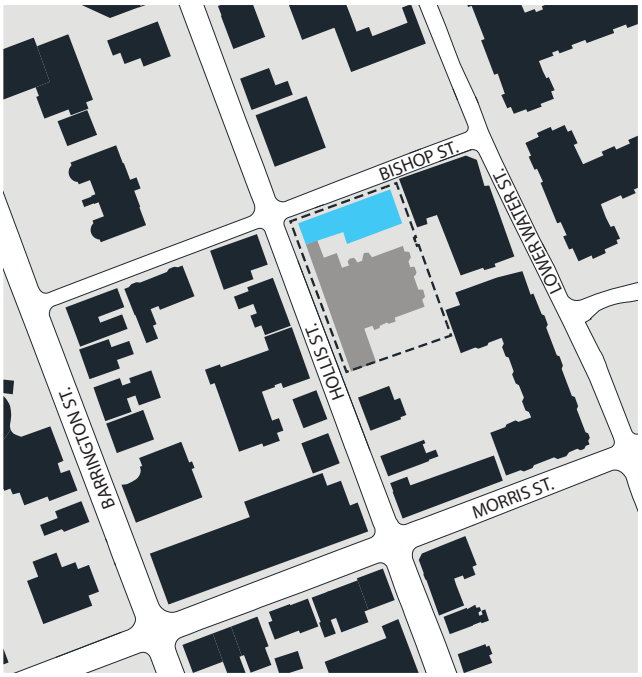


Figure 1. Site Location Diagram

The properties (PIDS 00003905, 00003913, and 40883944) occupy 791.8m² total and contained three buildings (4-storeys, 2-storeys, and 3-storeys respectively) which have been demolished in preparation for this development proposal. The existing properties did not contain registered heritage buildings, abut registered heritage properties, or exist within a heritage conservation district. The developer has assembled the three lots comprising the Hollis site and has discharged the current DA on the Waterford property (PID 00003897) separately from this application. The developer has applied for subdivision consolidation with the 1363 Hollis site (October 25, 2016), which will create one large new property by removing the internal property lines. The total area of all four properties is 2780.66m² .

The proposed development ranges from 7-storeys high on the Hollis Street end to 8-storeys high with a 2-storey loft penthouse unit at the eastern Bishop Street end, and navigates a substantial grade change of 6.24m (20.5') along Bishop Street . The building will include 43 units total (a mix of 1, 2 bedroom units, 4 of which are walk-up), over 1000sqft of at grade retail space, and will preserve the current parking garage access into the Waterford building from Bishop Street while creating a shared underground parkade. 12 new parking spaces over 2 levels will be added to the 82 located in the Waterford.

In addition to unit balcony and roof terrace spaces, a private at grade landscaped podium off of Hollis Street (132.5m²) as well as two roof top amenity terraces (134m²) and (148m²) provide a total of 414.5m² common landscaped area. This does not include any of the existing landscaped area provided by the Waterford.

The three properties on which the new building will be built straddle Precinct 1 (PID 40883944) and Precinct 2 (PIDS 000039313 and 00003905), making a single development slightly challenging in the interpretation of each precinct's requirements. Precinct 1 allows for a 34m post-bonus height which the developer intends to use by providing a public benefit via public art installations and publicly accessible open space at the main residential entrance and at the granite clad foundation below the retail space.

New changes included within this Design Rationale and full re-submission package are subsequent to the preliminary presentation before the Design Review Committee on October 13, 2016. The project was updates to address DRC comments. Particularly the street entrance articulation along bishop and the reduction in vision glazing in the midrise portion of the building.

EXISTING PLANNING & LAND-USE CONTEXT

Civic Addresses:	1363 Hollis Street (**PID#00003905**; 175.5m², 4-storey existing building) 5140 Bishop Street (**PID#00003913**; 305.6m², 2-storey existing building) 5134 Bishop Street (**PID#40883944**; 310.7m², 3-storey existing building)
RMPS Designation:	Regional Centre
Plan Area:	Halifax Peninsula
Plan Sub-Area:	Downtown Halifax Secondary Municipal Plan Area
Zoning:	**Downtown Halifax 1 (DH-1)** (LUB Map 1)
Precinct:	**Precinct 2 Barrington Street South** (PID 0003905 and 00003913) *and* **Precinct 1 Southern Waterfront** (PID 40883944) (but not part of Schedule W) (LUB Maps 1 and 2)
Max. Pre-Bonus Heights:	22m (PID 0003905 and 00003913) *and* 26m (PID 40883944) (LUB Map 4)
Max. Post-Bonus Heights:	**22m** (PID 0003905 and 00003913) *and* **34m** (PID 40883944) (LUB Map 5)

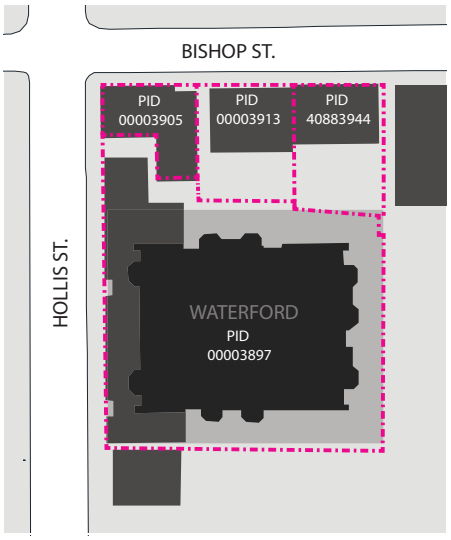


Figure 2. Site Context - Existing

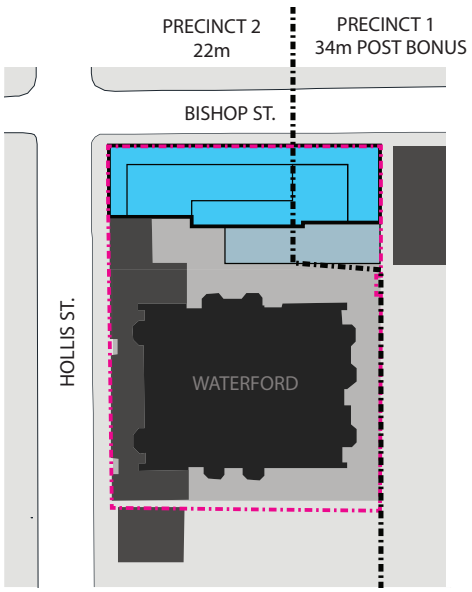


Figure 3. Site Context - New

LAND USE BY-LAW SUMMARY

Per the full submission package and below summary, the proposed building satisfies all LUB requirements with the exception of the **noted variances**. Refer to individual variance requests for additional details.

LAND USE REQUIREMENTS

7(4a) Dwelling Unit Mix:	compliant; 1/3 of total units required to be two or more bedrooms 43 units total = *17x 2+ bedroom units required* 17x 2+ bedroom units provided (17x 2-bedroom, 26x 1-bedroom)
7(8) Landscaped Space:	compliant; 11.25m² required/unit in Precinct 2 27 units within Precinct 2 = *303.75m² required* 392m² total landscaped space provided
7(10) Landscaped Space:	compliant; maximum 60% of landscaped open space can be transferred to a non-sloping rooftop, area must be minimum 56m² 60% of 303.75m² = *maximum 182.25m² transferred* 132.5m² provided at grade 148m2 fully/ BF accessible 8th floor roof terrace 134m2 fully accessible 2nd floor roof terrace above the amenity space

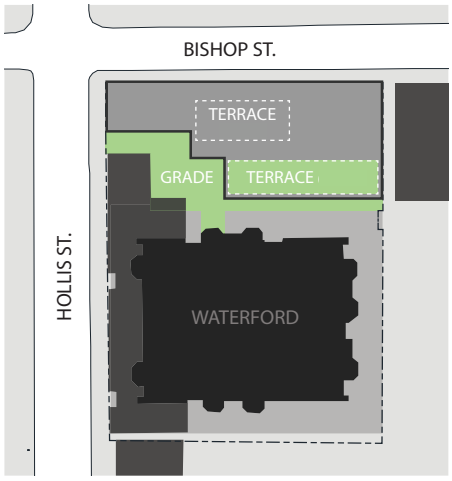


Figure 4. 7(10) Landscaped Space

BUILT FORM REQUIREMENTS

8(3-5) Heritage:	compliant; no registered heritage properties, not abutting registered heritage properties, not within a heritage district
8(7) Building Height:	Precinct 1 34m post-bonus height met, see 12(7) reference; **see variance request #1 for 22m Precinct 2 maximum height**; 22m height requirement for Precinct 2 met at Hollis Street; 2.9m over if taken from average grade (12.15m) of entire Precinct 2 site (no post-bonus height allowed for Precinct 2)
8(8) Service Elements:	compliant; service elements exceeding maximum building height requirements occupy less than 30% of the roof area
8(9) Visual Terminus:	not within a prominent visual terminus site (Map 9)
8(10) Service Elements:	**see variance request #2 for 22m Precinct 2 maximum height;** narrow lot does not allow for elevator/circulation core to be set any deeper into the new building footprint; services are located on an internal lot roof line. This also includes the glass railing at the 8th floor roof terrace.
8(13) 4.5m FTF Height:	**see variance request #3;** 3.78m floor to floor height met at retail space; Steep grade does not allow for continuous accessible commercial uses along Bishop Street frontage
8(14) View Planes:	compliant; no view planes over new portion (per LUB View Planes Map and updated topographical survey drawing)
8(17) Ramparts:	compliant; no part visible from ramparts
8(18) Wind Impact:	compliant; see Wind Impact Assessment
8(19) Accessory Buildings:	compliant; no accessory buildings

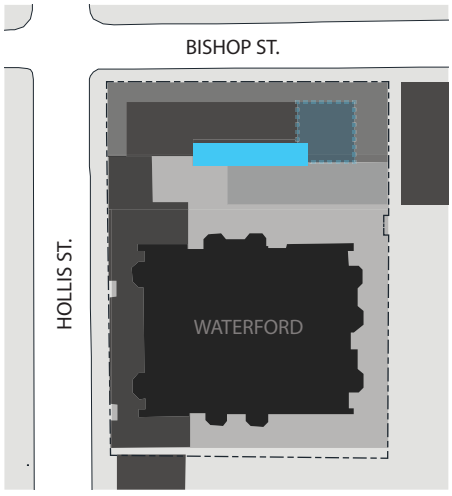


Figure 5. 8(8) Service Elements

8(20) Materials: compliant; no prohibited cladding

STREETWALLS

;

9(6) Streetwall Width: compliant; full lot frontage on both streetwalls; streetwall width is greater than 80% of lot width not within central blocks (LUB Map 8) see also notes to S-1 Design Manual

9(7) Stepbacks: 0-4.0m (LUB Map 6) zone; 3m required; compliant

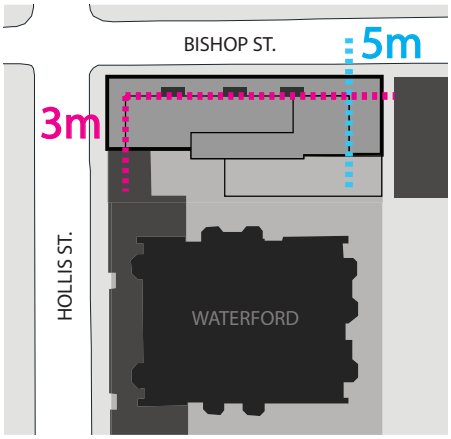


Figure 6. **9(7)** 3m Streetwall Stepback; **10(4)** 5m Interior Lot Setback

BUILDING SETBACKS AND STEPBACKS

10(4) Mid-Rise: compliant; mid-rise portion setback 5.5m from interior lot lines

10(13) Mid-Rise: **see variance request #5;** protrusion of balconies <2m and aggregate length of balconies do not exceed 50% of relevant horizontal width of building face. Their enclosure requires the variance.

PRECINCTS: ADDITIONAL REQUIREMENTS

11(1) Mid-Rise: compliant; not part of Schedule W (LUB Map 1)

BONUS HEIGHT PROVISIONS

12(7) Public Benefits: compliant with sections
(b) accessible amenity or open space;
(f) provision of public art;
(j) under-grounding of services;
see **public benefit proposal**

PARKING

14(1) Surface Parking: compliant; no surface parking

14(15) Bicycle Parking: compliant;
0.5 spaces required per dwelling unit, 80% Class A, 20% Class B
43 units total = 22 total; *18 Class A and 5 Class B required*
1 space per 93m2 general retail, 20% Class A, 80% Class B, with min 2x Class B
92m2 general retail; *2 Class B required*
18 Class A provided within underground parkade
7 Class B provided at Hollis Street and within internal courtyard

PUBLIC BENEFIT PROPOSAL

The following Public benefit elements are proposed to meet the contribution required for the 285m² of floor area within the 34m post-bonus height for the project. These three proposed elements cover the potential contributions listed below as per section 12(7) of the Downtown Halifax Land Use By-Law:

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

ELEMENT 1- FEATURING BENEFIT CATEGORIES 12(7b) AND 12(7f)

Figure 7. Residential Entrance - Public Benefit #1

The first of two major public art and publicly accessible amenities includes a feature art wall installation, landscaped planter, and public bench at the buildings' residential entrance on Hollis Street. Figure 7 illustrates how the stone and glass art wall will not only be a highlight in the day, but will also become a back-lit lighting element at night. Built examples illustrating this effect are shown in Figures 8 and 9. The art wall will be developed further during the design development and construction documentation phase of the project, and will focus on the interplay between solid stone and translucent glass elements. In addition to the art wall installation, this feature also incorporates publicly accessible open space in the form of a signature landscaped planter and bench. The combination of these provide a refuge in the form of landscape elements and covered public seating along a street which currently has very little landscaping or seating available for the public.

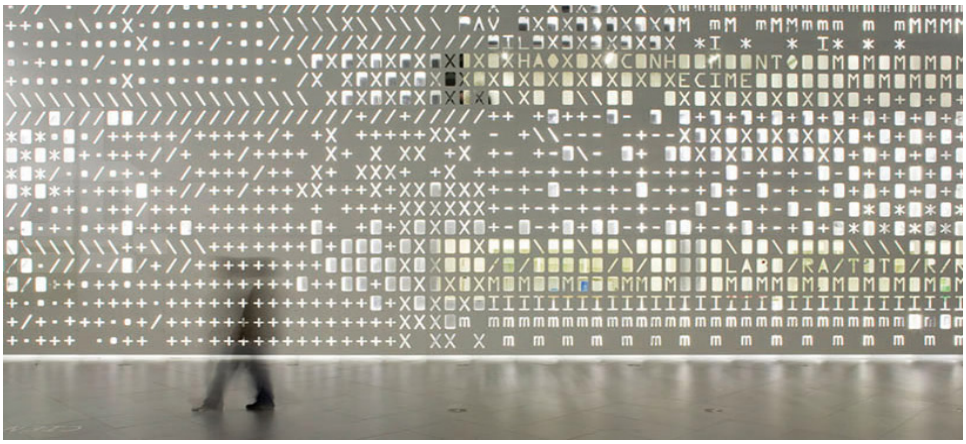


Figure 8. Public Art Installation Reference Image

Figure 9. Public Art Installation Reference Image

ELEMENT 2- FEATURING BENEFIT CATEGORIES 12(7b) AND 12(7f)

The second public art component will be placed on the granite wall highlighted in Figure 10. This installation will showcase the historic context of the area and provide interpretive elements for the site. A relevant example would be the Charles Morris Plaque, also located on Hollis Street at The Vic (Figure 11). As much as possible, the wall will incorporate stone reclaimed from the original granite foundation blocks of the existing building on site (Figure 12). This feature will also include publicly accessible amenity space with a landscaped planter along the top of the granite wall, and at the street corner, where it will act to provide additional public seating. The wall and planter also lines the length of primary retail space. This retail space will feature operable walls to increase activity and animation along the street, providing further vibrancy and amenity to the public streetscape.

Figure 10. Corner Foundation- Public Benefit # 2

Figure 11. Interpretive Art Installation Reference Image

Figure 12. Existing Building Foundations

PUBLIC BENEFITS VALUE SUMMARY

Per section 12(1), public benefits shall be provided on the lot equal to a value of not less than $4.54 per 0.1m² for the Gross Floor Area of those portions above the Pre-Bonus Heights of a given zone. As the Gross Floor Area of the 34m Post-Bonus component is 285m², a total of $12,939 is required in public benefits. Estimated costs to the aforementioned public benefits elements are as follows:

Element 1 = $39,450
Element 2 = $7,930

Total Proposed Public Benefit = $52,380 including project management cost

S-1 DESIGN MANUAL OBJECTIVES

The following section includes design strategies and commentary of particular note in relation to the Halifax Regional Municipality S-1 Design Manual objectives and guidelines.

2.0 PRECINCT GUIDELINES

2.1 PRECINCT 1: SOUTHERN WATERFRONT

Given the size and location of the portion of the site located within Precinct 1, neither the general criteria (2.1) nor the Downtown Halifax Waterfront (2.10) objectives apply. The site contains an existing building to be demolished, no surface parking, and given the properties semi-isolation from Lower Water Street and the adjacent residential structure (Eastern property line), no opportunity for direct connection to Lower Water Street , the boardwalk, or the Harbour (see Figure 13).

Figure 13. Precinct 1

2.2 PRECINCT 2: BARRINGTON STREET SOUTH

Although the subject site is not within a Heritage District and none of the existing properties are registered Heritage Properties, much of the surrounding historic context is referenced in the new proposal. In its articulation of streetwall facade, the new building offers a contemporary interpretation of the simple exterior and rhythmic punched openings characteristic of the Italianate and Georgian styles prevalent in the immediate streetscape (including the nearby Alexander William McNab House, Alexander McLean House, and Pryor Terrace located directly opposite Hollis Street; see also Figure 14). In height, it also forms a relationship with Pryor Terrace across the street.

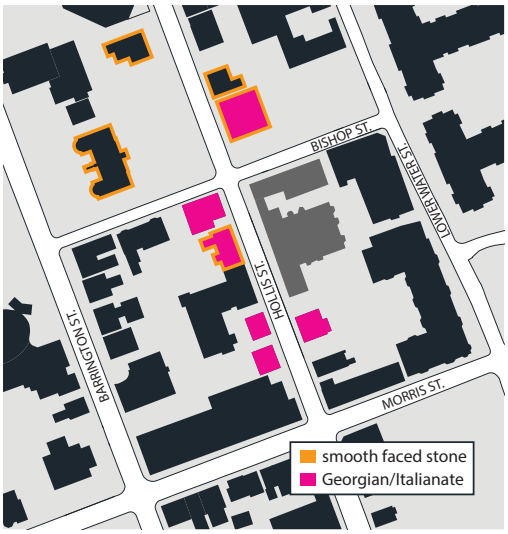


Figure 14. Neighbourhood Historic Context

The smooth faced stone facade defines and emphasizes the low-rise portion of the building, and creates a base for the more detailed expression of the envelope. It is a direct material reference to sandstone and similar stone facing throughout the neighborhood (Figure 14), which includes the nearby Government House.
At the residential entrance, use of stone to articulate the integrated landscape planter and bench results in a visual extrusion of the adjacent Waterford's sandstone base detail, which carries a similar scale and proportion (Figure 15). At the retail facade, the extent and location of the granite clad base both references the previous

residential structure and foundation, as well as serves to underline and identify the retail storefront itself.

Within the stone facade a formal grid of punched openings, both large and small, defines the architectural language of the building. The breaking down of larger facade openings with glazing and a secondary material palette highlights smaller scales in keeping with the surrounding context (Figure 16).

b) Ensure that buildings create an animated streetscape through active ground floor uses and pedestrian scaled design features.

The ground floor of the proposed design features a continuously occupied and active streetscape (Figure 17) including, but not limited to the following items:

- Emphasis on the street corner, especially at ground level where the integration of landscape elements act as public amenity space and offer a contrast of softer, organic elements, to the surrounding urban context
- Landscaping elements at human scale, including allowance for a bench at covered entrance as well as at the end of the granite base (no other such opportunities present within the immediate area)
- Location and emphasis of corner retail element; facade that opens to the street
- Location of walk-up units on Bishop where retail access is difficult; additional two front doors to the existing streetscape; at the moment providing the only mid-block pedestrian street entrances between Hollis and Lower Water Street
- Although physical access to the interior courtyard is generally restricted, the landscaped approach to the residential entrance and recessed entrance location allows passers-by on Hollis Street visual access to the internal courtyard and rooftop amenity terraces in a manner that did not previously exist

Figure 15. Base Articulation

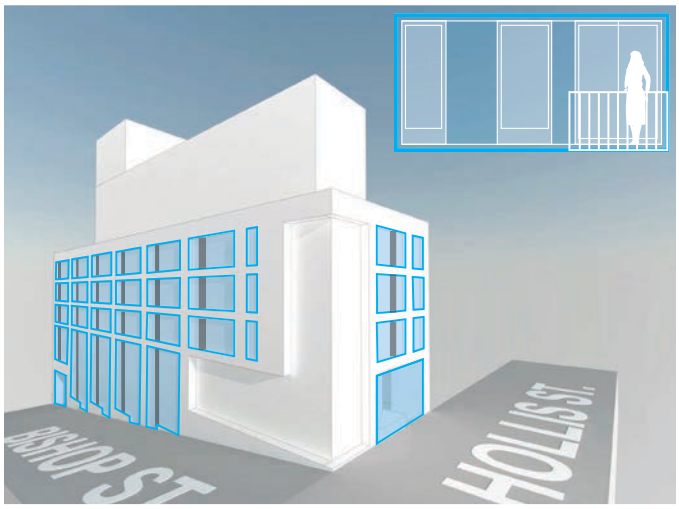


Figure 16. Facade Rhythm

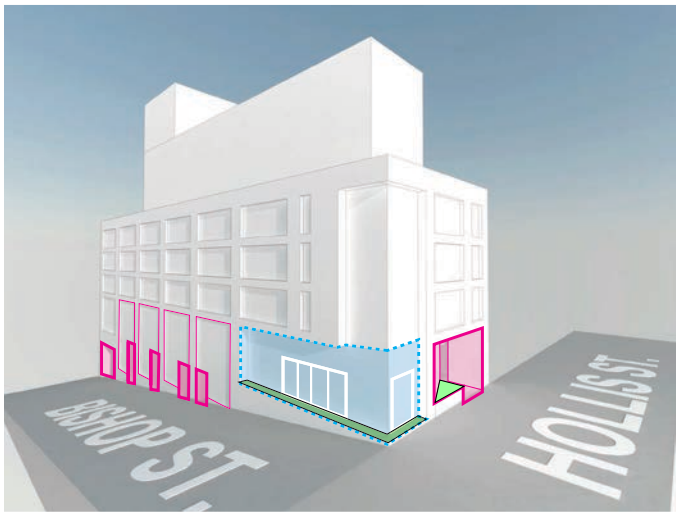


Figure 17. Animated Streetscape

f) Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines):

A successful street will be a busy street. A degree of congestion is a good thing if well managed.

Pedestrians should be given priority.

A lively and pedestrian oriented street is addressed by the proposal in the following ways:

- Animation of entire Bishop and Hollis facade at street level (see previous notes to 2.2.b)
- The addition of retail space to a visually prominent corner where no other retail currently exists; the corner of Hollis and Bishop is not only clearly visible when looking from the top of Barrington towards the waterfront, but also faces on-coming Hollis vehicular traffic; visible corner location allows for the opportunity to extend the existing collection of retail and restaurant amenities at Bishops Landing as well as at Hollis and Morris Street
- Where grade makes provision for retail space difficult on Bishop Street, four private residence entrances (two above and beyond the existing condition) add human scale and activity to that facade
- The extent, depth, and width of covered entrances (main residential and private residences on Bishop), as well as the slight setback of the retail entrance, helps to navigate pedestrian circulation and traffic where sidewalk depth is not overly generous and a tight site footprint does not allow for widening of existing sidewalks (see Figure 19)
- The proposed landscape design suggests an extension of the landscaped podium surfacing into the streetscape as a means of marking entrance and adding interest to the sidewalk; landscape planters and seating surfaces are incorporated into the architecture of the building where narrow depths make the addition of substantial street furniture or plantings to the sidewalk itself difficult

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

Although no canopies project into the street, the depth of the covered main entrance (and proximity to the existing Waterford building) allows for temporary shelter otherwise absent from that intersection and the immediate streetscape (see Figure 20).

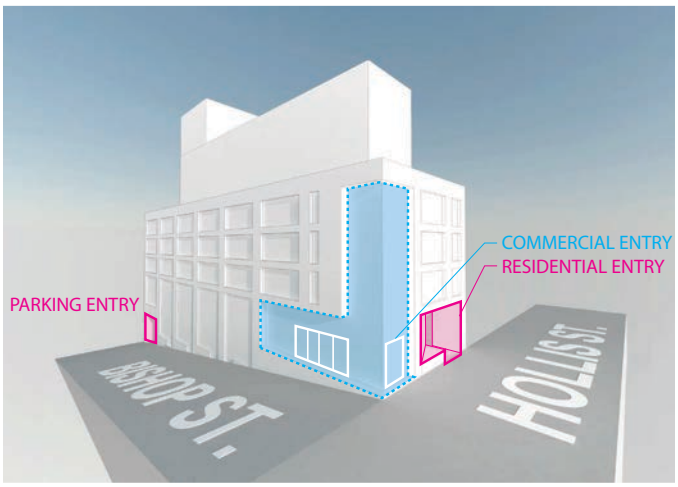


Figure 18. Glazing & Entries

Figure 19. Extension of exterior circulation

Figure 20. Protection of pedestrians from the elements

3.0 GENERAL DESIGN GUIDELINES

3.1.1 THE STREETWALL: PEDESTRIAN-ORIENTED COMMERCIAL

Although the site is not located on a pedestrian-oriented commercial street (as identified on Map 3 of the LUB), street level articulation of the building is in keeping with the following objectives:

a) The articulation of narrow shop fronts, characterized by close-placement to the sidewalk.

The four-storey glazed corner element continues to ground level and returns horizontally only for the extent of the retail. This identifies the corner at a city scale as something important, and highlights the extents of the retail element as unique from the rest of the facade.

b) High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).

Continuous full height transparent glazing along the commercial front, along with operable sections of commercial frontage, encourages visibility of activity within. The glazed storefront on Bishop forms the longest dimension of the commercial space and helps activate a challenging stretch of grade.

c) Frequent entries (see Figure 17)
d) Protection of pedestrians from the elements with awnings and canopies is...encouraged elsewhere throughout the downtown.

Close proximity of the retail entrance to the street corner is balanced by a small setback of the entrance itself, making for a slightly deeper sidewalk condition protected by building and landscaping elements either side. See also notes to 2.2.g.

e) Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.

Sidewalk depth and street grade do not allow for this to physically exist on the sidewalk itself, however within the footprint of the site, operable facade elements along the Bishop commercial frontage and the integrated landscaped amenities along Hollis are intended to encourage the presence of spill-out activities (Figure 22).

Figure 21. Retail/Commercial Facade

Figure 22. Retail Amenities

3.1.2 THE STREETWALL: STREETWALL SETBACK

b) Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.

A 0m setback is used in keeping with the adjacent sister property (Waterford Suites) and general streetscape conditions (Figure 23). Facade recesses at entrances and articulation of landscape elements help buffer programmatic elements, provide some shelter, and aid in pedestrian circulation.

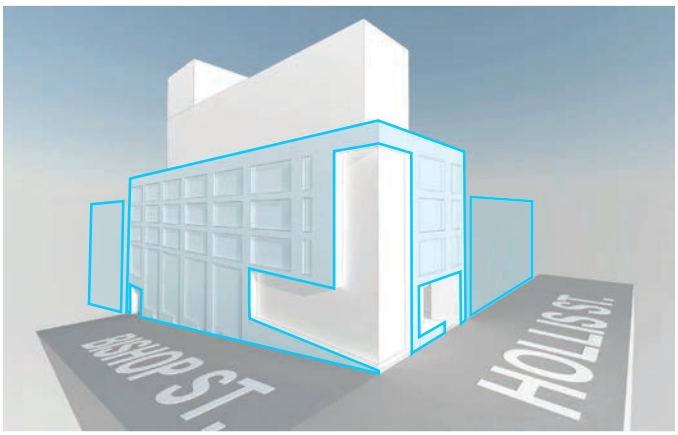


Figure 23. 0m Streetwall Setback

3.1.3 THE STREETWALL: STREETWALL HEIGHT

.....generally no less than 11m and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets... shown on Map 7 of the Land Use By-law.

Although a streetwall of 18.5m is permitted, the design keeps to a 13.7m streetwall height on Hollis to better suit the scale of the street. Although this results in a minor encroachment (see Variance Request #4) at the furthest corner of Bishop, it allows for a straight and simple facade elevation in keeping with the design intent of the building and the context of the surrounding neighborhood.

Figure 24a. Streetwall Rhythm

3.2.1 PEDESTRIAN STREETSCAPES: DESIGN OF THE STREETWALL

a) The streetwall should contribute to the 'fine-grained' character of the streetscape by articulating the facade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.

The character of the streetwall is defined by the use of a controlled grid of framed punched openings, with material articulation used to break down larger facade elements and create scales and proportions in keeping with surrounding context (see also notes to 2.2.a). A vertical rhythm is maintained across the facade via this grid (Figures 24a and b) and is further emphasized by the proportions within the larger frames. At the Bishop Street residential walk-up entrances (see Figures 24b and 25), the extruded two-storey height of the grid and depth (600mm) of the frame highlights a 'townhouse' feel. The depth and detail at this level is in response to Design Review Committee commentary and allows for the addition of planting beds at street level (serving to increase privacy for these units) as well as for small extended balconies (featuring continuous decorative screen and guard details) above the walk-up entrances, adding further animation and interest to the streetscape along Bishop.

Figure 24b. Streetwall Rhythm

Figure 25. Articulated Proportions and Extruded Grid

b) The streetwall should generally be built to occupy 100% of a property's frontage along streets.

The building occupies full frontages on Hollis and Bishop.

e) Streetwalls should be designed to have the highest possible material quality and detail.

The design intent is to as much as possible, use substantial, authentic materials as an extrapolation and interpretation of the surrounding context, while recognizing that this is a new building and should also be of its time. This translation is seen in the use of smooth-faced stone cladding as the primary facade material, granite accents at foundation elements, and powder-coated metal detailing at punched opening frames and balcony elements. Horizontal panel cladding is used as accent and to reduce larger facade proportions by introducing contrasting elements with smaller proportions.

f) Streetwalls should have many windows and doors to provide 'eyes on the street' and a sense of animation and engagement.

All glazed openings within the streetwall are clear vision glass providing a visual connection between interior spaces and the street. The sunken and raised living spaces of the loft walk-up units, in combination with recessed entrance and glazing walls, allows for privacy at these units while maintaining access to light. See also notes to 2.2 and 3.1.1.

g) Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.

Most services will be internalized within the new or existing portions of the shared below grade parkade. Natural gas services will be relocated to the South face of the Waterford. No blank walls exist; see previous notes as well as the Public Benefit Proposal.

Figure 26. Streetscape Character & Materiality- Hollis Street

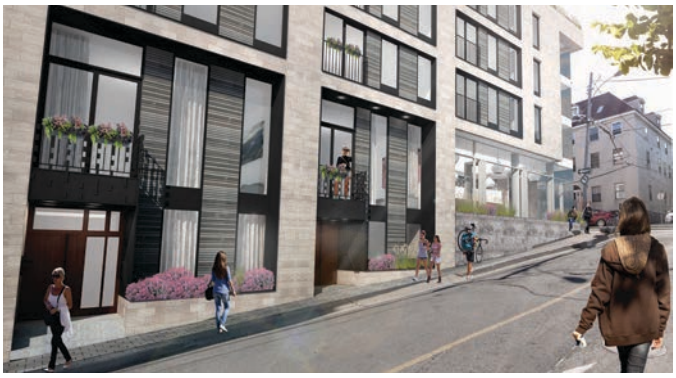


Figure 27. Streetscape Character & Materiality- Bishop street

3.2.2 PEDESTRIAN STREETSCAPES: BUILDING ORIENTATION & PLACEMENT

a) All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.

The location of the four-storey glazed corner at the street edge both orients the building towards and gives prominence to the corner. Wrapping this element along the Bishop facade defines the retail space and entrance as unique to the rest of the building and makes it clearly identifiable to pedestrian and vehicular traffic. Physical isolation of the retail component (it cannot be accessed via internal residential spaces) further emphasizes this.

An architectural hierarchy highlights the additional key entrances;
- Extended height bays, extruded frames, and angled stone facade elements identify and direct pedestrian and vehicular traffic towards the two shared residential entrances
- A combination of the extruded grid as well as smaller, individual unit entrances allow for a more subtle recognition of walk-up units (see notes to 3.2.1.a)

Each of the above elements break slightly with the formal facade grid and rhythm, and doing so helps to enforce environmental and spatial way finding.

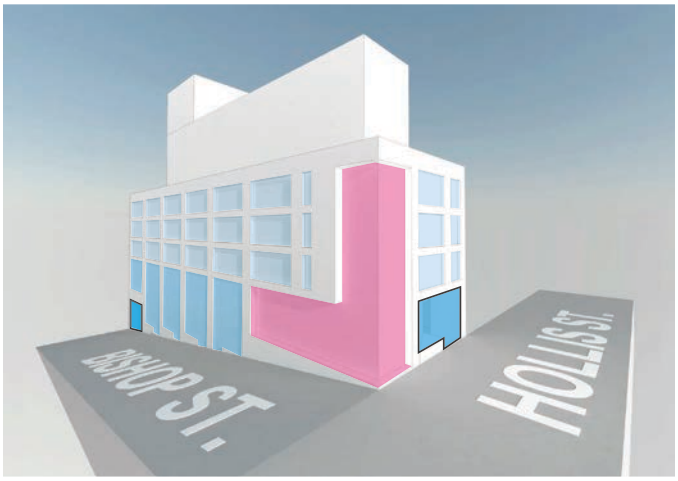


Figure 28. Architectural Orientation and Hierarchy

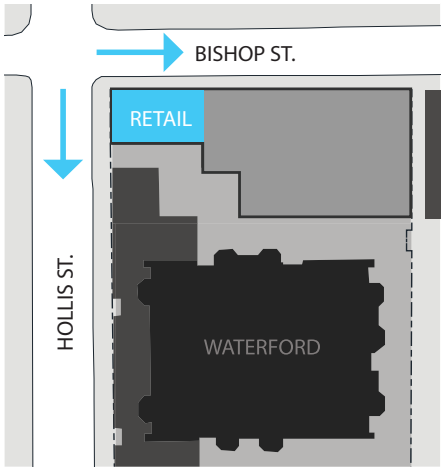


Figure 29. Retail Orientation

3.2.3 PEDESTRIAN STREETSCAPES: RETAIL USES

Retail uses are most successful, and help to animate a street when located at-grade in areas of high visibility and pedestrian traffic, and when appropriately designed and focused.

The retail entrance is located to take advantage of primary vehicular and pedestrian orientations towards the waterfront (from Barrington) and the visual terminus (see LUB Map 9) of Hollis at South St (Figure 29). See also notes to 3.1.1.

d) Minimize the transition zone between retail and the public realm...
e) Avoid deep columns or large building projections that hide retail display and signage from view.
f) Ensure retail entrances are located at or near grade...

A clean and highly visible at-grade corner facade minimizes the transition zone between retail and public realms, and locates the entrance immediately adjacent to and accessible from the sidewalk.

g) Commercial signage should be well designed...while not being overwhelming...

The design intent is for commercial signage to be modest but visible extruded font, attached directly to the glass storefront system or within the depth of the stone cladding facade (Figure 30).

3.2.4 PEDESTRIAN STREETSCAPES: RESIDENTIAL USES

a) Individually accessed residential units should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops, and porches.

Individual recessed entrance landings, at least one step above grade, are provided for each of the four walk-up units. Within the units sunken living spaces and raised mezzanine loft bedrooms (located at the rear of the units) take advantage of site conditions while allowing for a sense of privacy.

b) Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.

The primary residential entrance is clearly outlined by the articulation of an extruded frame which extends from entrance vestibule doors to the street front. The incorporation of building and civic signage into this frame, adjacent angled stone facade, and the extension of landscaped podium materiality into the street, further delineate the entry sequence. (Figure 31) (See also 3.2.2)

c) ...individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.
d) Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.

See previous notes regarding walk-up units. All units have access to fully landscaped terrace rooftops as well as at grade exterior amenity space. In addition, some mid-rise units have private balconies or terraces.

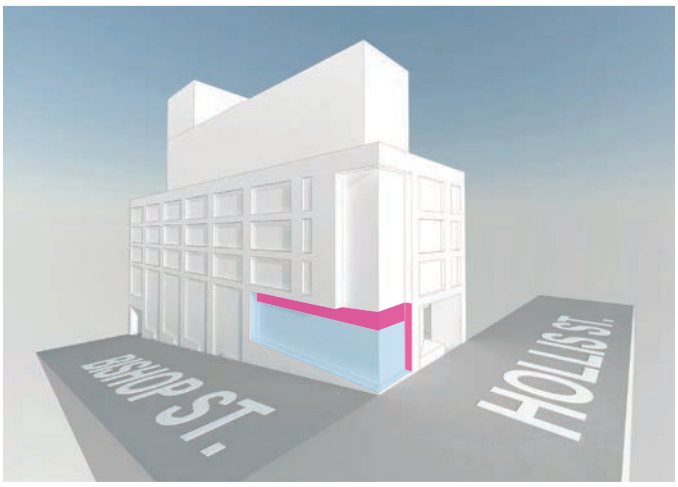


Figure 30. Retail Signage

Figure 31. Primary Residential Entrance

3.2.5 PEDESTRIAN STREETSCAPES: SLOPING CONDITIONS

In addition to previous notes regarding at-grade conditions on Bishop Street, the proposed design addresses objectives in this section via the following elements:

- Continuously animated facade; expression of retail unit and previous building with granite clad base and public art installation; multiple entrances; variations in materiality at grade; variations of the architectural grid at grade (extruded grid adjusts to changing slope at residential entrances)
- Front doors and landings emphasized at private entrances; walk-up unit landing elevations vary with slope
- Facade is anchored by parkade entrance at the foot of the building and by retail facade at the top; expression of parkade entrance is similar to front entrance
- Internal floor and ceiling lines are articulated via the expression of the architectural grid (Figure 32)
- Opportunity for retail display for the entirety of the retail storefront; glazed storefront wraps full depth of retail space (±12.5m) along Bishop

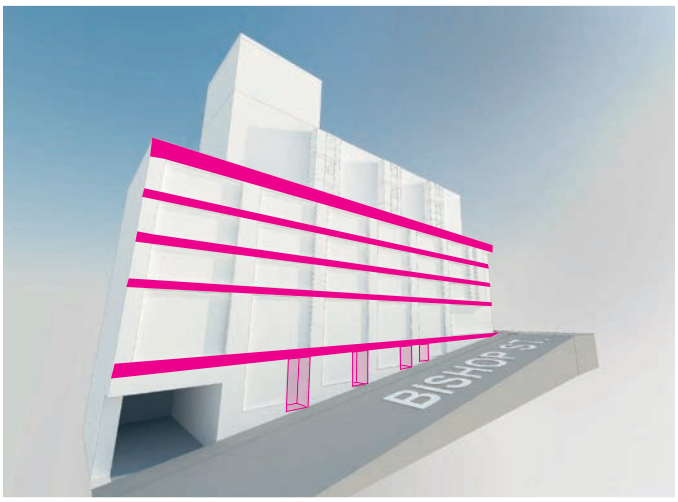


Figure 32. Horizontal Articulation

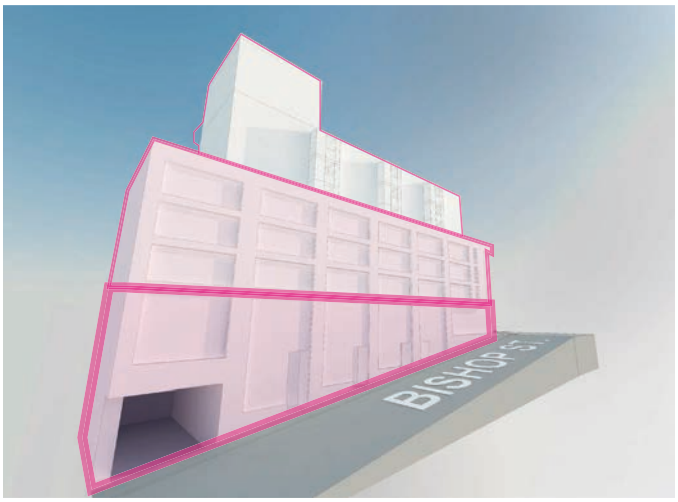


Figure 33. Massing Articulation

3.3.1 BUILDING ARTICULATION

In addition to previous notes, the proposed design addresses objectives in this section via the following elements:

- Clear mass and material articulation of base/middle/top; extended height bays are used to emphasized moments at the base; formal grid and scale of the upper portion of the low-rise references the surrounding neighborhood; clear distinction between low and mid-rise sections via break in materiality, form, and treatment of balconies
- Hierarchy of entrances and prominence of retail space vs the regularity of the formal grid
- Material and formal treatment of the building extends to the sides and rear; cladding and architectural strategies are continuous on all sides of the building; at-grade internal and external amenity space as well as the landscaped roof terrace are used as center pieces and to add dimension to the internal courtyard

3.3.2 MATERIALS

In addition to previous notes, the proposed design addresses objectives in this section via the following elements:

- Stone & glass cladding are predominant throughout; materials that attempt to mimic or replicate natural materials are avoided
- Larger module, smooth-face, stone cladding is used intentionally to provide contrast against the brick of the Waterford Suites and reference surrounding context
- Simplicity of palette is appropriate to the scale of the building and historical context of the neighborhood
- Continuous use of materials around the whole of the facade
- Changes in material are used to define entrances, commercial space, and break down building proportions
- Clear vision glass throughout; white ceramic wall cladding is integrated into glass facade to provide privacy and improve thermal characteristics of the walls (this has been adjusted from the initial conceptual design based on previous Design Review Committee commentary)
- Powder coated metal to all frame, balcony, detail elements

Figure 34. Bishop Street Facade

Figure 35. Primary Residential Entrance

3.3.3 ENTRANCES

In addition to previous notes, the proposed design addresses objectives in this section via the following elements:

- prominent, recognizable, and accessible primary entrances
- main residential entrances (parkade and front entry) are emphasized with height, angled stone faces, and punctuation into the facade with deep inverted extrusions
- while the exterior facade itself sits tight to street, retail and residential main entrance doors are recessed for articulation and to provide additional circulation on a tight site

3.3.4 ROOF LINE AND ROOFSCAPES

In addition to previous notes, the proposed design addresses objectives in this section via the following elements:

- mid-rise portion is not substantial enough to actively contribute to the Halifax skyline; mid-rise height is effectively at the same height as the adjacent Waterford suite (Figure 36 and full drawing submission package)
- penthouse loft unit (existing within the 34m post-bonus height zone) will have slightly increased visibility, but occupies a footprint of less than 100m2 and is only two levels higher than the remainder of the building; both the penthouse unit and the building as a whole will be dwarfed by the development of the Alexander across the street; extrusion of the penthouse identifies it the unit as a unique feature
- mechanical/elevator over-run/stairs are incorporated into a single rooftop mass and combined with rooftop landscape planters which also act to support vegetation growth down the rear facade facing the internal courtyard (see Figure 37)
- given the size of the building and multiple private and shared landscaped outdoor amenity spaces provided elsewhere, access will not be given to the upper-most rooftop, however low maintenance landscaping strategies will be applied to the areas not encompassed by the aforementioned service and planter massing

Figure 36. Bishop and Hollis Corner

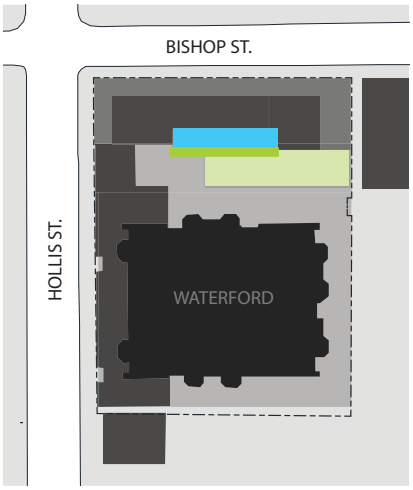


Figure 37. Rooftop Service Massing and Planter Wall

3.4.2 CORNER SITES

In addition to previous notes, the proposed design addresses objectives in this section via the following elements:

- continuous massing and formal grid approaching from both directions breaks only at the corner; makes the 4-storey glass ribbon the prominent feature of the building and identifies the commercial space
- glazed corner uses a material palette and rhythm distinct from the rest of the mid-rise portion of the building
- corner transparency animates the building and provides unique interior corner opportunities for the residential units; lets the full depth of the interior retail space be visually occupied

Emphasis on the corner and architectural 'break' of the grid is tied to the simplicity of the rest of the facade and in particular is supported by a single, clean, parapet line to the top of the mid-section (Figure 38). A variance is required however for this to be possible; see also Variance Request #4.

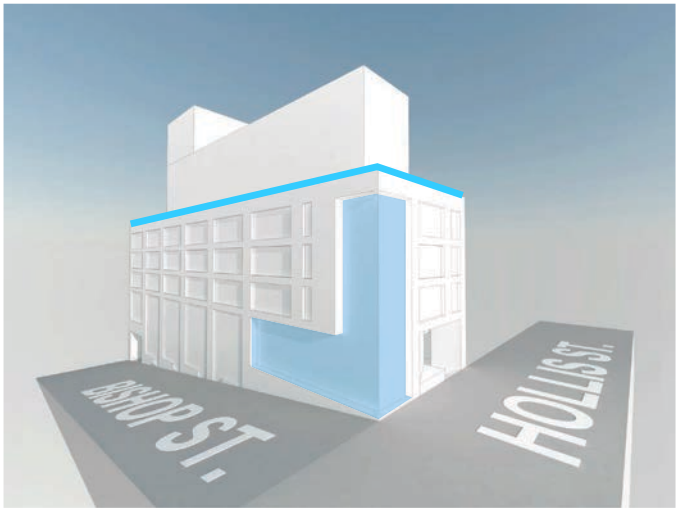


Figure 38. Corner Emphasis

3.5.1 VEHICULAR ACCESS, CIRCULATION, LOADING AND UTILITIES

In addition to previous notes, the proposed design addresses objectives in this section via the following elements:

- all existing surface parking eliminated
- all parking, loading, storage, and utility space will exist within the new or existing shared underground parkade
- the new building will preserve the current parking garage entrance location from Bishop Street; 12 new parking spaces will be added to the 82 spaces located in the Waterford
- location of vehicular access to the site remains the same; existing entrance structure has been redesigned to allow the north-eastern most corner to be set back 4'-0" and improve sight-lines (refer to full submission package and Figure 39)
- new signage, strobe lights, and mirrors will be used to further improve the re-instated parkade entrance

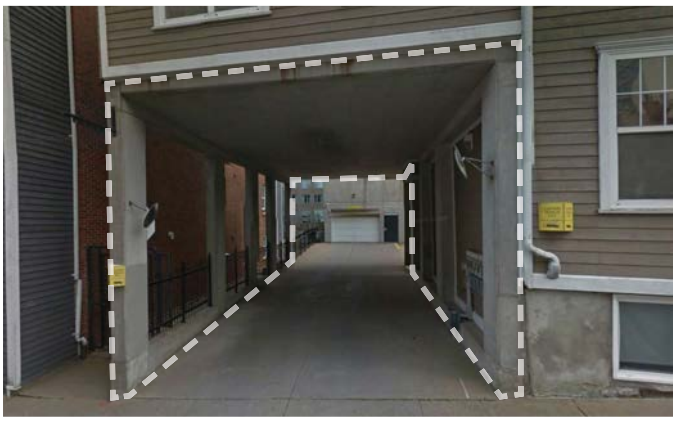


Figure 39. Existing Vehicle Portico Re-Instated & Improved

3.5.4 LIGHTING

Lighting will be integrated into the building facade in a manner which highlights the architectural massing, residential entrances, and retail space, but does not actively highlight individual fixtures, and may include fixtures designed as part of the integrated landscape elements. See also notes to 3.3.3.

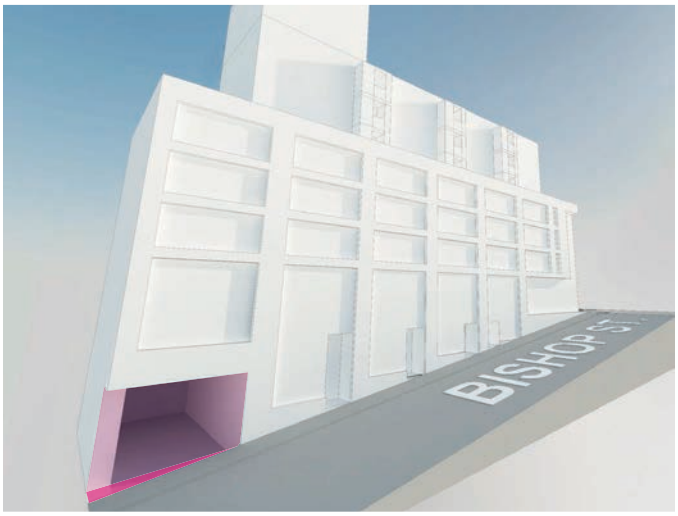


Figure 40. Parkade Entrance- Improved Corner Condition

3.5.5 SIGNS

Residential building name, street address, and entry identifications are intended to be incorporated into extruded metal frame elements and/or angled stone facades. See also Figure 35 and Public Benefit Proposal.

CONCLUSION

While this is an extremely challenging property, with multiple height zones, a narrow and steep lot, and integration into an existing building and parkade structure, we believe the architects and developer have taken every precaution to follow the intent of the Land Use Bylaw and Design Manual. We believe the requested site plan variances are consistent with the intent of the Design Manual and act to produce a well-designed end product which both respects and adds to existing context.

Commentary provided by the Design Review Committee on the previous submission has been taken into account as part of this application and includes addressing:

- additional details regarding extent and nature of the public art and amenity space proposed as a public benefit
- diagrammatic representations of key design and variance content
- increased privacy and added interest at street-level for walk-up units
- simplification of low-rise parapet line
- further consideration of environmental impact and solar gain of exterior cladding material for the mid-rise and penthouse portions of the building

We thank you for your consideration and look forward to continuing working with HRM and the Design Review Committee on this exciting project.

APPENDIX A: CONCEPTUAL IMAGE GALLERY

Image A. View from Bishop and Hollis Street

Image B. Hollis Street Main Residential Entrance

APPENDIX A: CONCEPTUAL IMAGE GALLERY

Image C. Bishop Street Facade

Image D. Bishop Street Facade - Enlarged View

APPENDIX A: CONCEPTUAL IMAGE GALLERY

Image E. Bishop Street Walk-up Entrances

VARIANCE REQUEST #1 - BUILDING HEIGHT

PRECINCT 2 - 22M BUILDING HEIGHT

As per policy 8 (11) of the LUB a site plan variance is requested based on:

(11) The variation is consistent with the following criteria of the Design Manual:

3.6.8 Maximum Height Variance

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

b. the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area; and

c. the maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements; or

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

As the project stretches across two different height zones (Precinct 1 allows 34m and Precinct 2 allows 22m), has a narrow lot width (only 9m), and navigates grade change across the Precinct 2 properties, a variance is required for the 22m zone. The elevation of north-east corner of the Precinct 2 property is 10.14m and the elevation of Hollis Street is at 14.45m (a substantial difference of 4.31m).

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

a. Policy 3.4.2 speaks to the visual prominence of corner sites with a provision for a change in building massing at the corner. Establishing the mid-rise building height while maintaining a good proportion between the mid-rise portions straddling two different height districts is critical to the building massing.

Furthermore, this portion of the site is not in the view plane and will be surrounded by buildings which either significantly exceed the 22m height or already set precedent for taking the 22m height from Hollis Street (respectively, the Alexander across the street and the Waterford, which is to become part of this property). The property directly across the street to the north will also likely be seeking a full 7-storey development height consistent with the recently approved Benjamin Wier building. These surrounding conditions illustrate the importance of additional height at this corner as a reduced height will reduce in too drastic a change and a reduction in the prominence required for the corner site. When looking at the full elevation of this site inclusive of

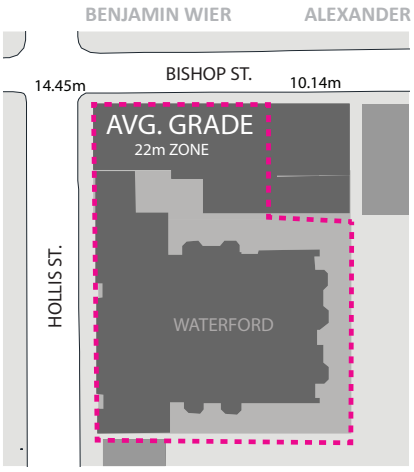


Figure 41. Average Grade Footprint

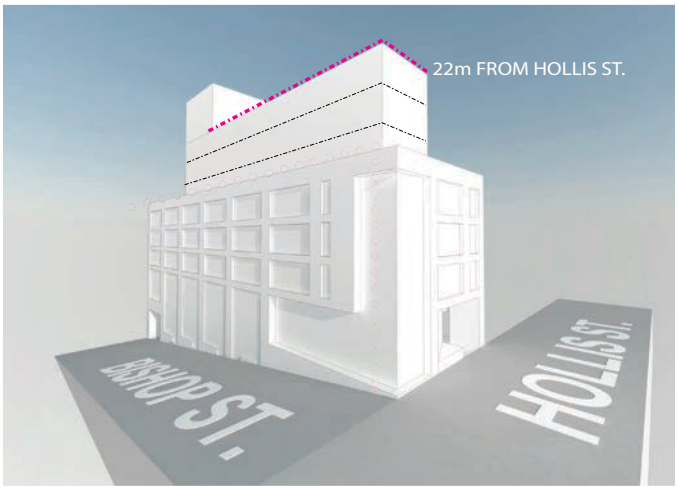


Figure 42. 22m Building Height from Hollis

Figure 43. 22m Building Height from Average Grade

the existing Waterford this mid-rise portion perfectly meets the design manuals examples of corner buildings with corner massing features. Fig 43c

b. the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area; and

b. By requesting a variance to reduce the ground floor height of 4.5m, the current design meets the 22m height if taken at the Hollis Street elevation (Figure 42). Taken from average grade height of 12.15m, the buildings upper level is 1.924m over the 22m height requirement. (Figure 43) This additional height does not generate any additional floor area as with lesser floor to floor heights, no roof access, and an additional retail floor height reduction the same GFA could be achieved with a compromised design solution.

c. the maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements; or

c. While the view plane does not cross directly over the portion of the site we are requesting a variance for, we are substantially lower than 1.5m where the view plane passes over our site and this should be considered due to its proximity to this portion of the site in question.

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

d. The additional height creates an architectural feature of this portion of the building we feel that it is in keeping with section (d). Should a reduction in building height be required the same GFA and stories could be achieved but would be at the cost of the this architectural feature and corner address. This would also create undesirable building proportions for the section of the building within the 34m height precinct (Figure 43b).

The mid-rise portion of the building acts as a landmark building element as its additional height frames the visual terminus of Bishop at Lower Water Street. With the scale and magnitude of the adjacent Alexander site, the extra roof height is critical to this section of the street in helping to even out the perspective down Bishop and retain a level of balance to the street overall. Where this is a corner site, the height helps the significance of the building massing in relationship to the streetwall by giving the corner a greater visual prominence. This additional height also allows for taller narrower windows to relate to the Barrington Street south built context (Figure 43b)

The design of this building provides distinctive massing, articulation and architectural features to reinforce their visual prominence, predominantly along the view termini to Lower Water Street. The tall

Figure 43b

white massing with tall narrow window openings strengthen visual connectivity to Lower Water Street. This distinctive architectural treatment does not rely on fake turrets or unusual roof lines but instead takes inspiration by respecting the restrained detailing of Georgian architecture. The project respects heritage without making a fake version as cited in 4.1.2 and 4.1.3 of the design manual. "*The intention in designing such new buildings should not be to create a false or ersatz historic building, instead the objective must be to create a sensitive well designed new structure "of its time" that fits and is compatible with the character of the district or its immediate context."*

High quality materials and proportioning provide visual significance. A vertical rhythm that supports useful livable space within and interest along this visual frontage. This variance does not represent any additional GFA and significantly improves the proportions, urban presence, and interior use for future tenants.

3.6.9 Landmark Element Variance
Modest encroachments may be considered by variance where the encroachments are demonstrated to result in a greatly improved building design. Examples of possible modest encroachments include architectural

features such as balconies, designed roof treatments, porte cocheres and landmark elements such as corner or entry towers.

The mid-rise portion of this new addition is a critical landmark element marked with a corner tower and entrance tower element as per 3.6.9 further influenced by the sloping conditions where two differing street-wall heights converge, this additional height is required to signify this portion of the building specifically the entrance and retail at the corner. This width along Hollis is 15% of the lot frontage and less than 10 meters at 9.1m width as per 3.6.9

The design manual suggests these features be less than an additional 6m. We are only asking for an additional 1.9m plus the glass guard.

In our professional opinion this is a very modest variance with significant improvement to the project.

See figure 43b and 43c to illustrate corner landmark element

PROMINENT CORNER MASSING

Figure 43c

VARIANCE REQUEST #2 - BUILDING HEIGHT

SERVICE ELEMENTS - PRECINCT 2 - 22M BUILDING HEIGHT

As per policy 8(8), and (11) of the LUB a site plan variance is requested based on:

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

(11) The requirements of subsections (8) and (9) may be varied by site plan approval where the relaxation is consistent with the criteria of the Design Manual.

(8) Compliant; the variance occupies in the aggregate less than 30% of the area of the roof of the building on which it is located.

(11) The variation is consistent with the following criteria of the Design Manual:

3.6.8 Maximum Height Variance

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

b. the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;

a. Per notes to section 3.3.4 of the Design Manual, the elevator enclosure also contributes to the rooftop massing which allows for planters to support vegetation growth down the rear facade (Figures 45 and 45b).

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

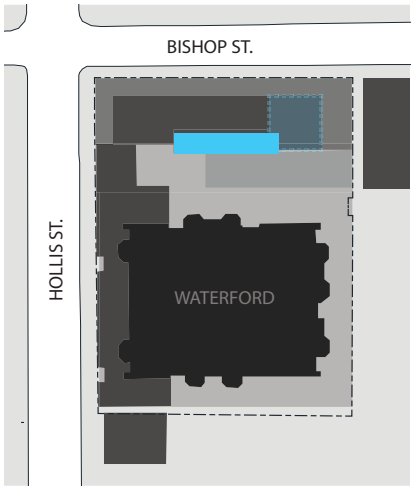


Figure 44. Elevator Enclosure at Roof Perimeter

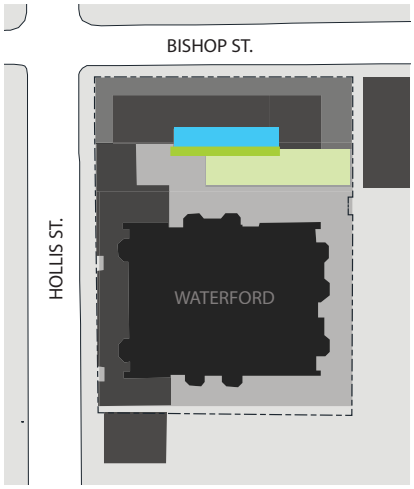


Figure 45. Green Wall at Interior Courtyard

Figure 45b. Green Wall at Interior Courtyard

We have taken this point a step further by making this roof extension a public art feature with the articulated stone patterns and plantings being integrated into the top parapet.

b. The additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area. The elevator enclosure roof also contributes to the rooftop massing which allows for planters to support vegetation growth down the rear facade (Figures 45 and 45b). This also includes a stone feature wall that will have articulation based on the public art component mentioned previously.

Both the intent of the Design manual **(a.)** and the additional height for rooftop architectural features **(b.)** should allow for the acceptance of this variance.

This variance request also includes a building height variance for the 1075mm glass railing at the 8th level roof terrace. This portion also complies with the rationale above and does not result in an increase in gross floor area.

VARIANCE REQUEST #3

LAND USES AT GRADE - 4.5m FTF HEIGHT

As per policy 8(13) and of the LUB a site plan variance is requested based on:

(13) The ground floor of a building, excluding a parking garage, that has access at the streetline or Transportation Reserve shall have a floor-to-floor height of no less than 4.5 metres.

a) Notwithstanding subsection (13), in areas where residential uses are allowed on the ground floor, mezzanine spaces are permitted within the minimum floor-to-floor height for those portions of the ground floor being occupied by residential uses.

b) The requirements of subsection (13) may be varied by site plan approval where the relaxation is consistent with the criteria of the Design Manual.

A variance is required for Hollis street as well as the Bishop Street frontage. Steep slope and small project scale do not reasonably allow for continuous 4.5m floor to floor heights along the length of Bishop. Building massing combined with steep slope conditions do not allow for reasonable proportions and good design whilst accommodating a 4.5m floor to floor height along Hollis.

(13)a) Compliant; mezzanine spaces exist within the floor-to-floor height for those portions of the ground floor being occupied by residential uses (Figure 46). This should mean each of the 3 other units are compliant. The hight measurement is being taken from the entrance floor slab so they are being deemed non compliant.

3 out of the 4 walk-up units would have met the requirements of section 13(a) of the LUB, as floor to floor heights for these units are over 4.5m (approximately 5.5m; see full submission package) due to a loft-mezzanine within (Figure 47). See below for the single unit exception.

(13)b) The variation is consistent with the following criteria of the Design Manual:

3.6.15 Land Uses at Grade Variance

a. the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and,

b. the proposed floor-to-floor height of the ground floor does not

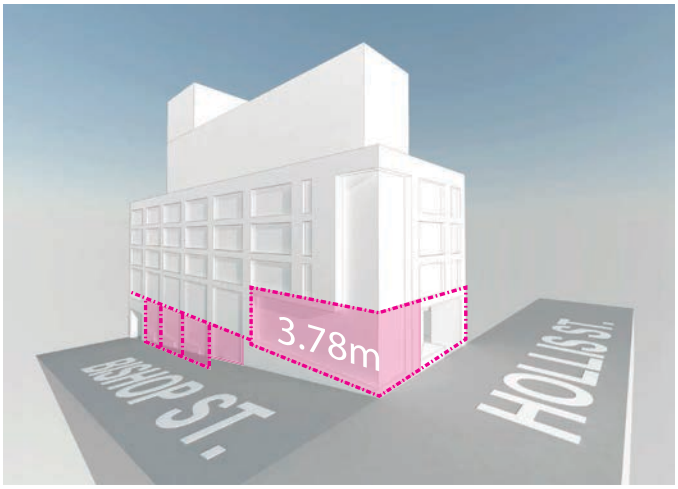


Figure 46. Floor to Floor Height

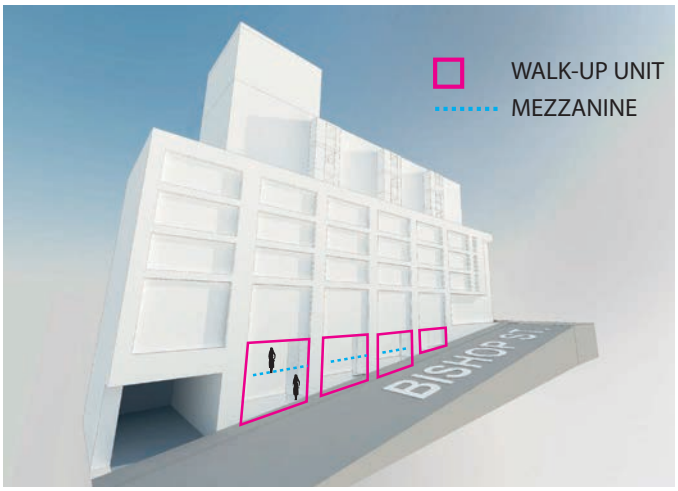


Figure 47. Residential Units at Grade

result in a sunken ground floor condition; and,
c. in the case of the proposed addition to an existing building, the proposed height of the ground floor of the addition matches or is
greater than the floor-to-floor height of the ground floor of the existing building; or
e. in the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor-to-floor height at its highest point that would be impractical;

As per the design manual recommendations for sloping conditions we are addressing the following along this steeply sloped site in compliance with 3.6.15 **(a)(b)(c)** and **(e)** and in keeping with section 3.2.5 Sloping Conditions:

- we are maintaining active uses at grade by introducing walk up unit entrances
- We have architectural detailing including perforated entrance screens that will have a perforated panel design. This panel art piece articulates the street but also introduces public art along the steeply sloped site
- we are providing windows, doors, planters, etc. to prevent blank walls
- we are introducing a number of pedestrian entrances and are stepping the slabs and making double high spaces to facilitate entrances on the slope.

Although a continuous at-grade 4.5m floor to floor height is not feasible along Bishop, the at-grade facade for that portion of the building does contain a mix of both parking garage entrance (excluded from the requirement per the above LUB section) and walk-up residential units.

The facade along Bishop (a single walk-up unit without a mezzanine level and three with) does not meet the technical requirement of subsection 13 (Figure 47). As per section 3.6.15 **(e)** it is impractical to step this slab low enough to meet the height requirement and still maintain access to the unit. It is also impractical to raise the slab as the slab above (ground floor along Hollis) provides barrier free access to the main entrance and determines the 3.78 m floor to floor height along Hollis. (Because of the steeply sloped site the ground floor commercial floor plate from Hollis sets the slab above this single unit).

Figure 34. Bishop Street Facade

Figure 25. Articulated Proportions and Extruded

Along Hollis, the variance is requested to allow for the 3.78m floor to floor height (Figure 46), which per Variance #1, is critical to reducing the building height closer to the 22m maximum allowed. The slab along Hollis is set at the same level as the adjacent Waterford slab and therefore produces a floor-to-floor height that is much more in keeping with the existing building and adjacent structures**(c)**.

The walk up units greatly improve the urban condition of this site and this variance allows us to articulate the Bishop Street frontage in a human scale nature, as well as reconcile the much higher elevation of the commercial ground floor and general building entrance along Hollis.

As per 3.6.15, the proposed variance does not result in a sunken ground floor condition **(b)**, and makes the floor to floor height more consistent along Hollis Street with the floor to floor height of the adjacent Waterford **(c)**. Per **(e)**, it is unfeasible to properly step up or down the floor plates to meet the slopes along Hollis and Bishop, and would result in impractical ground floor-to-floor heights.

VARIANCE REQUEST #4

STREETWALL STEPBACKS - 3m BUILDINGS <33.5

As per policy 9(8) of the LUB which allows for variances in streetwalls, and per *3.6.5 (Streetwall Stepback Variance)* in the Design Manual:

Streetwall heights may be varied by Site Plan Approval where:

a. the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and

b) the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall. (Positive benefit primarily relates to the impact this building would have with balconies vs enclosed bay windows from an urban design perspective)

As the enclosed balcony conditions along Bishop Street are conditioned space and therefore not considered a traditional balcony condition (conforming to LUB 10(13)), they form part of the building footprint and a variance is required where they protrude past the mid-rise 3m streetwall setback (see also LUB summary 9(7)).

Rationale:

In massing and form, a glazed, sheltered balcony condition with an opening to the exterior, is identical to the proposed conditioned glazed balcony with operable windows (Figures 51, 52 and 53).

If the proposed condition (Figure 53 and 54) is considered as a traditional balcony, then no variance is required as all balconies are compliant with section 10(13) of the LUB regarding permitted encroachments into mid-rise setbacks and states:

Balconies shall be permitted encroachments into a setback, stepback or separation distance, at or above the level of the second store of a building, provided that the protrusion of the balcony is no greater than 2 metres from the building face and the aggregate length of such balconies does not exceed 50% of the horizontal width of that building face.

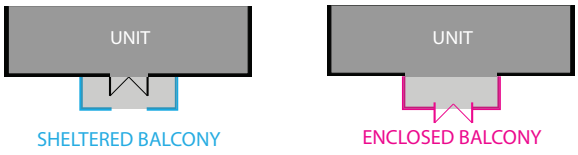


Figure 51. Plan- Sheltered vs Enclosed Balcony Condition

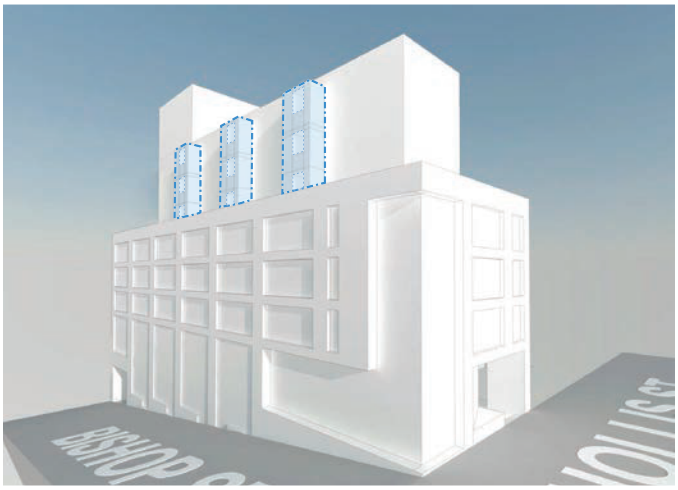


Figure 52. Sheltered Balcony Condition

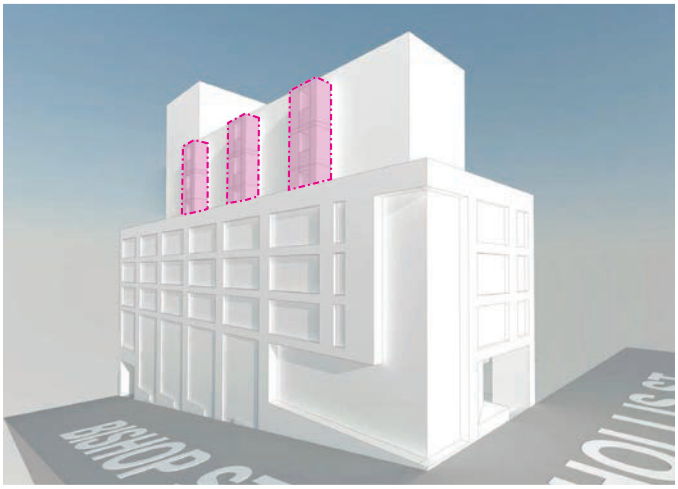
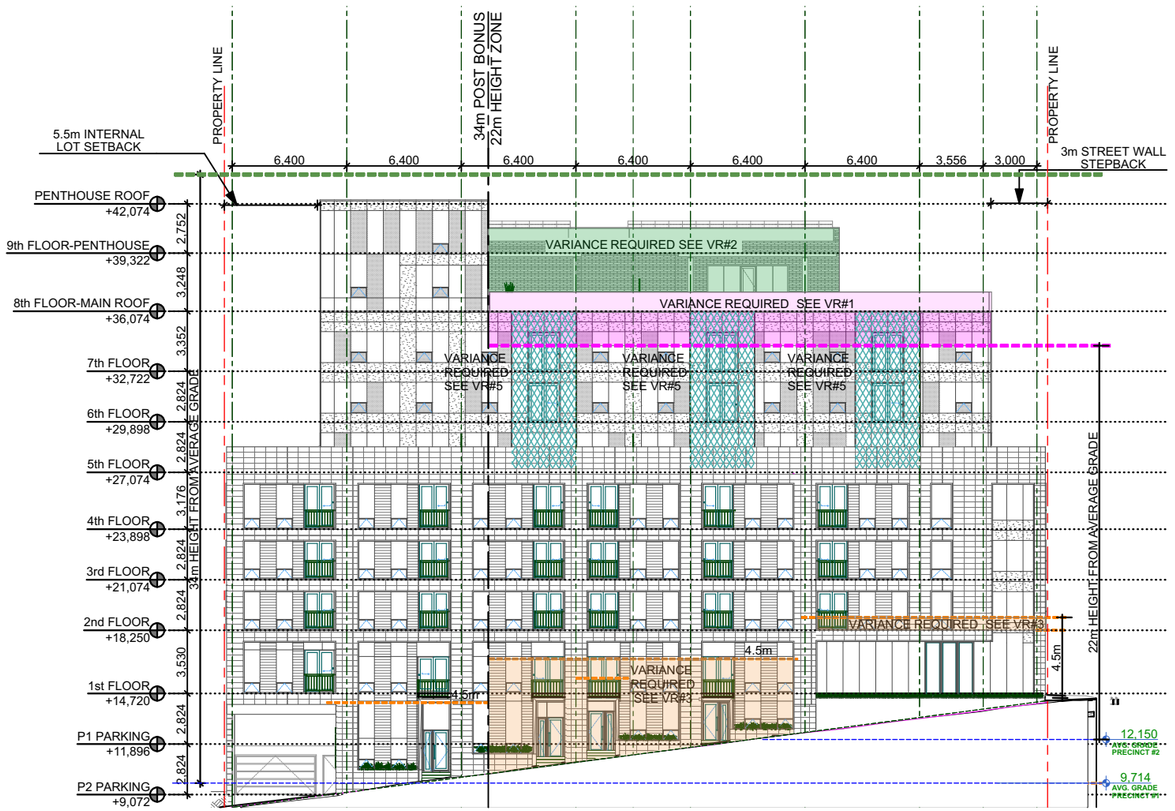


Figure 53. Enclosed Balcony Condition

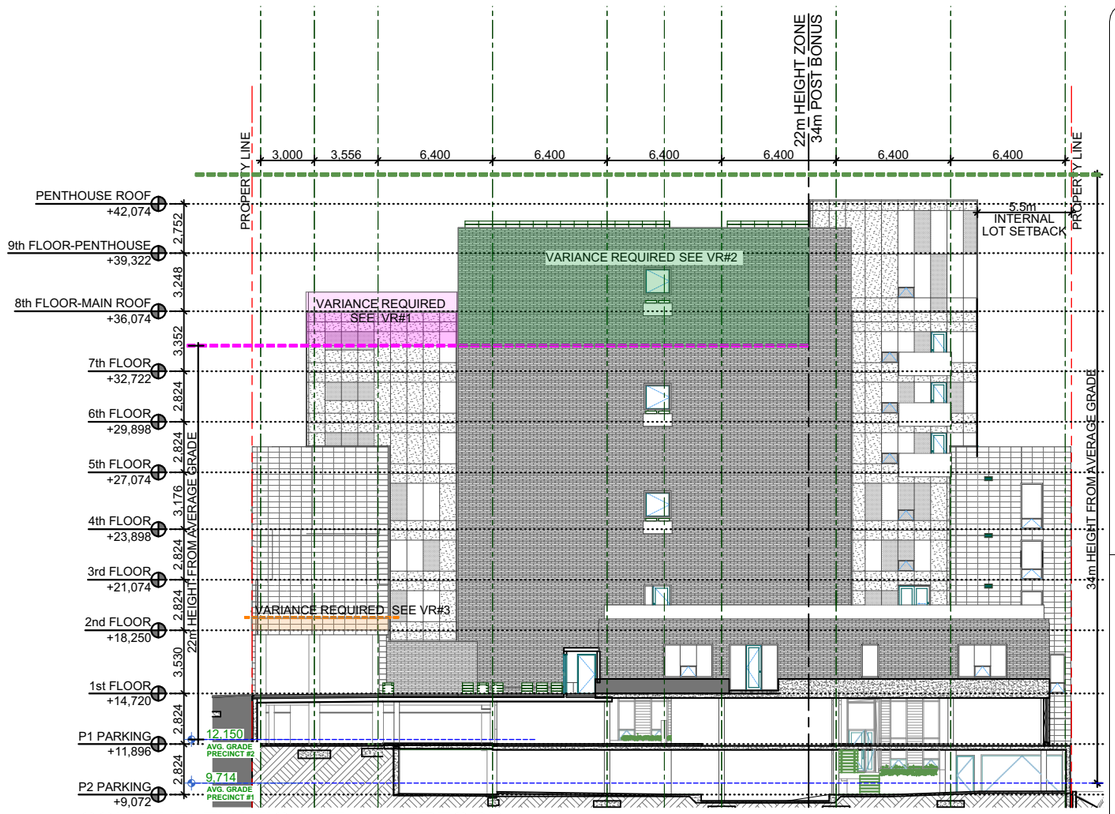
Figure 54. Proposed Condition

The enclosed balconies help reduce the massing of the mid-rise portion of the building and respects the mid size type buildings of the Barrington street south district. This also helps create and animated streetscape.

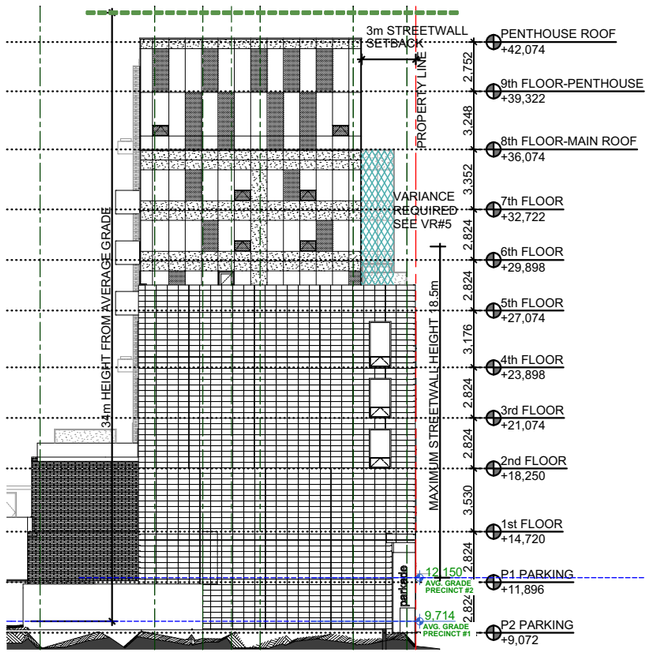
The modification of the As of right Balconies to an enclosed balcony allows us to relate better to the surrounding heritage context. Balconies were not features in heritage buildings, and balconies on streets with barbeques and plastic patio furniture would diminish the relationship to this neighborhood. By allowing this variance there is also an articulation to this facade that reduces what could potentially be a flat blank building wall. This variance results in improved heritage preservation for the district as a whole. The alternative to this variance is balconies that would diminish the relationship to the street and context.



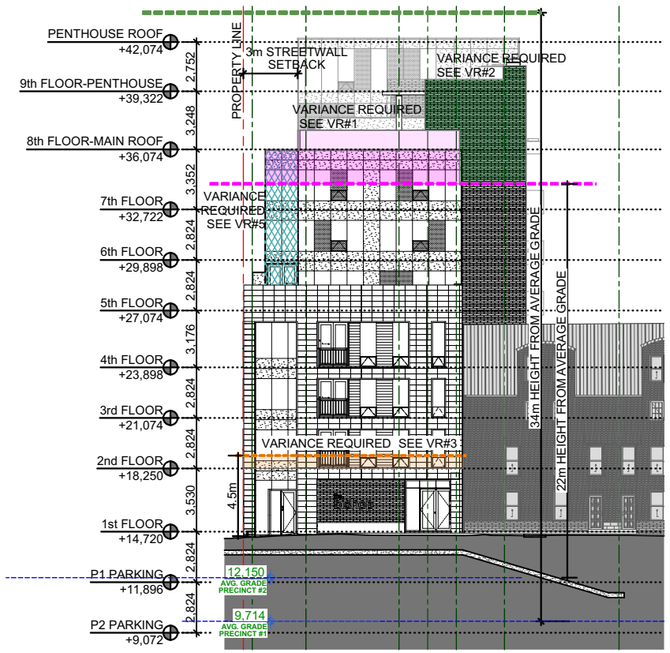
NORTH ELEVATION AT BISHOP



SOUTH ELEVATION AT WATERFORD



EAST ELEVATION AT INTERNAL PROPETY LINE



WEST ELEVATION AT HOLLIS

LEGEND:

- MINIMUM GROUND FLOOR HEIGHT
- MAXIMUN 22M HEIGHT ZONE
- MAXIMUM 34m HEIGHT ZONE
- VARIANCE IN STREET WALL SETBACK

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BISHOP

1363 Hollis Street
Halifax Nova Scotia
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VARIANCE PLAN

DATE: 2017-05-23
SCALE: AS NOTED
DRAWN BY: STAFF
CHECKED BY: LL
JOB NUMBER: #Pln
SHEET NUMBER: **A-205**

April 26, 2017

Louie Lawen
DEXEL Developments

RE: Hollis and Bishop Wind Impact Qualitative Assessment

Louie,

The mixed-use development proposed by Dexel Developments is located at 1363 Hollis Street and 5144, 5146, 5140, and 5134 Bishop Street beside the Waterford. The development would replace three 3-storey buildings with a 7-storey development at Hollis. Due to significant slope along Bishop Street, the development increases by a single storey at the east end of the site. For the purposes of this wind-study the effects of the additional storey as well as the 2-storey penthouse, also located at the east end of the site, are negligible. As such, for the purposes of this wind study, the building will be referred to as a 7-storey development with a 3 storey setback at the 4th level.

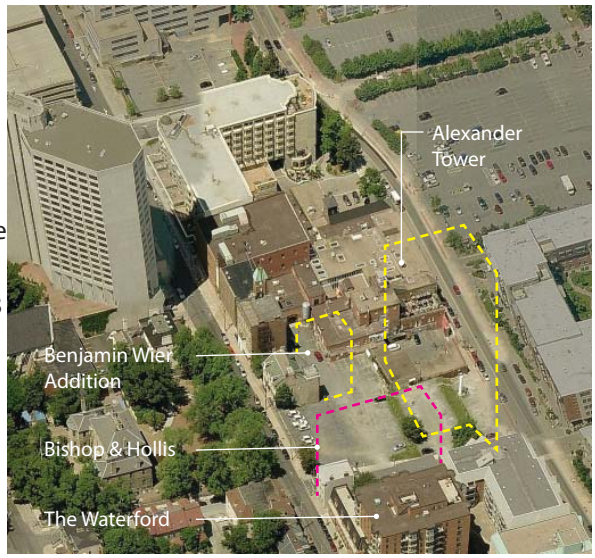


Figure 1. Site Location and context

This block will be undergoing significant development over the next few years with the Benjamin Wier Addition, the 21-storey Alexander Tower and another 7 storey application right across the street for submission in the fall of 2016. Government House is situated kity corner across Hollis Street, to the west of the site. Northwest of the site, approximately 100 metres away, sits the 20-storey Maritime Centre notable for the challenging wind conditions that have resulted from its design. In fact, corner of Hollis and Bishop Street takes the full brunt of the winter north-westerly winds that result from Maritime Centre. To the north of the site, the 21-storey Alexander Tower is currently under construction which will impact the east side of this development during the winter.

Steep terrain east of the site, sloping down to the Halifax Harbour also contributes to variation in surrounding building heights, and their subsequent influences on wind patterns.

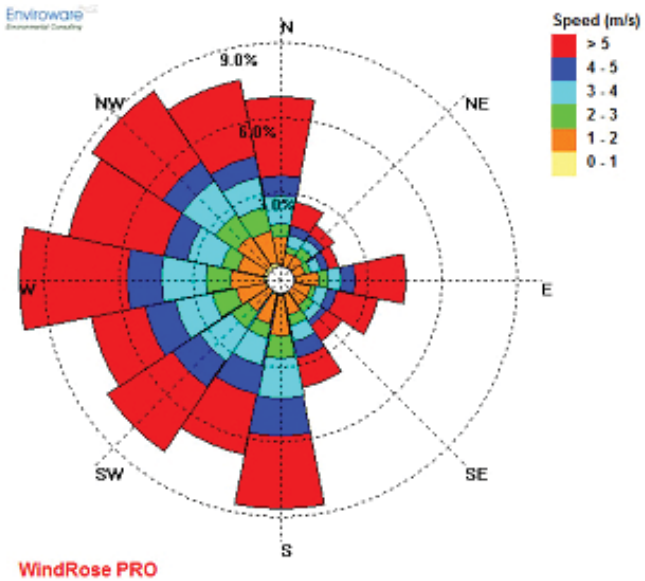


Figure 2. Wind Rose for Shearwater Airport.
Diagram shows winds in the FROM direction.

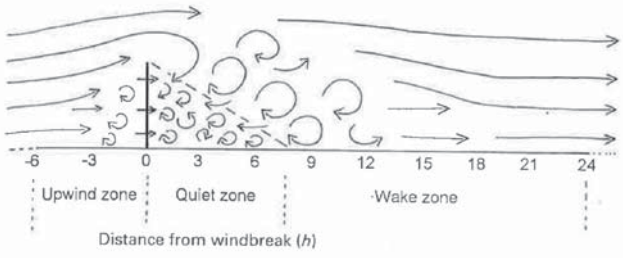
The following assessment looks to interpret the probable impacts to existing wind speed intensity and turbulence on surrounding properties and sidewalks as a direct result of this development. To this end, wind data recorded at the local Shearwater Airport between 1953 and 2000 was assembled and analyzed using Windrose Pro 2.3 to understand the intensity, frequency, and direction of winds at the proposed site. The resulting diagram (Fig. 2) shows

Figure 3. Wind Rose overlain on top of the proposed addition site. Red numbers denote building stories.

that the highest and most frequent wind speeds come from the west and south. During fall and winter months wind primarily blows from the north-west to west. Throughout the spring and summer south and south-westerly winds prevail. The relative distribution of higher wind speeds are somewhat constant from the north, north-west, and south-west. High winds from the north-east, east, and south-east are substantially infrequent when compared to other directions. Fig. 3 illustrates these implications for the given site.

Urban Windbreak Impacts

As shown in Fig. 3 the new building will impact sidewalk conditions differently at different times of the year. In the winter, Hollis Street is aligned with winds from the north and north-west. The proposed development could have a modest increase in wind conditions on the Hollis street sidewalk (south of Bishop Street) in the winter. It will have little to no impact on the Bishop Street sidewalk. The 3m stepback at the 4th storey will significantly reduce wind shear from the upper storeys at

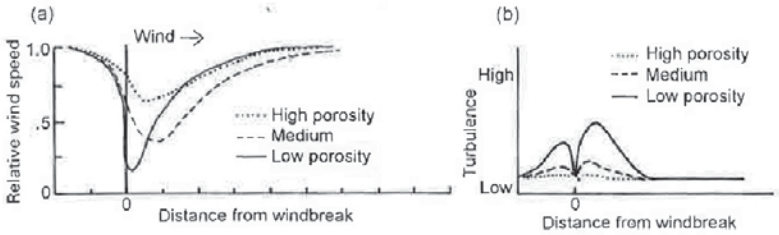


Zones with altered airflow caused by a windbreak. Vertical dimension is magnified for illustration. Vertical line indicates windbreak; h = height of windbreak. Large eddies = strong turbulence. Uninterrupted airflow in the open is to the left of the upwind zone, and to the right of the wake zone. Widths of zones are approximate. Based on several sources.

Figure 4. Windbreak Diagram

the sidewalk. Since there is an existing 3 storey building on the corner, there will only be a very modest increase in wind speed resulting from the additional storey. Westerly winds (which are common in the winter) position the Hollis Street sidewalk in the upwind zone of the site resulting in very little change in wind. On Bishop Street these winter westerly winds will only have a very slight impact on windspeed since the 3 storey building is being replaced with a 4 storey stepback. The 21-storey Alexander will have significantly more impact on the Bishop Street sidewalk (and Lower Water Street) when the winds come from the west. Wind sheer at the southern edge of the Alexander will create significant pressure and wind differentials on this development when winds come from the west.

Wake zones for zero porosity structures can extend 8-30 times the height of a structure. A 7-storey building can generate increased wind speeds between 48-180 metres on the lee side (see Fig. 4). Beyond the wake zone, there is typically more turbulence and eddies as a result of more turbulent air.



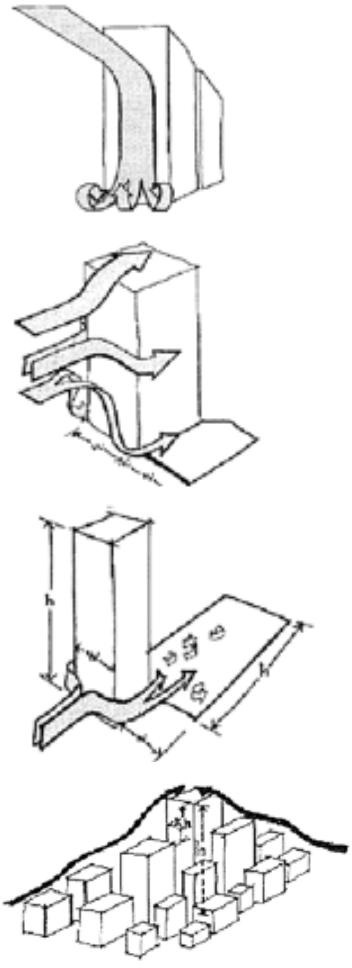
Effect of windbreak porosity on **streamline and turbulent airflows.** (a) Streamline airflow based on treebelts **of different foliage densities;** wind measurements at 1.4 m height. From **Heisler & DeWalle (1988) with** permission of Elsevier Science Publishers. **(b) Generalized expected turbulence** pattern based on Robinette (1972), Rosenberg *et al.* (1983), Heisler & DeWalle (1988), McNaughton (1988).

Figure 5. Porosity Diagram

Wind Impacts from tall Buildings

Tall buildings (>4-5 storeys) can have noticeable impacts on their surroundings as a result of several factors. Essentially, winds are slowed down upwind and downwind of the new structure but are sped up around the edges, between openings, and as a result of down-drafts (Figure 4). The types of wind impacts from tall buildings can be classified as:

1. Downwash: Wind speed increases with height of the building as the volume of wind displaced by the building is compressed into a smaller area. So when a tower is exposed to wind, the pressure differential between the top and the bottom of tower forces the high pressure at the top down the windward face increasing pedestrian wind speeds. The taller the exposed face is, the higher the wind speed will be at the base. The stepback at the 4th storey of the buildings will receive some of this downwash rather than the sidewalks receiving the full brunt of the wind. A 20+ storey building can cause up to 100% increase in wind speeds at the base unless the stepback reduces some of the downwash.
2. The corner effect: on the upwind corners of buildings there can be unexpected increases in wind speeds as wind forces around the windward corners from high pressure on the windward face to low pressure on the lee side. Some of the ways to decrease this impact is to create pyramidal steps which increases the surface area of the edges.
3. The Wake Effect: Wake is generally caused by both the downwash and corner effect. The greatest impact area occurs within an area of direct proportion to the tower height and width on the downwind side of the wind. Impacts are minimized by creating a stepback base on the building.
4. Building Groups: The effects that occur individually around buildings cannot be applied directly to groups of buildings. The cumulative effect of many clustered tall buildings, like in this situation, can create a wide range of different wind scenarios that must be modelled as a group to understand the cumulative impacts.



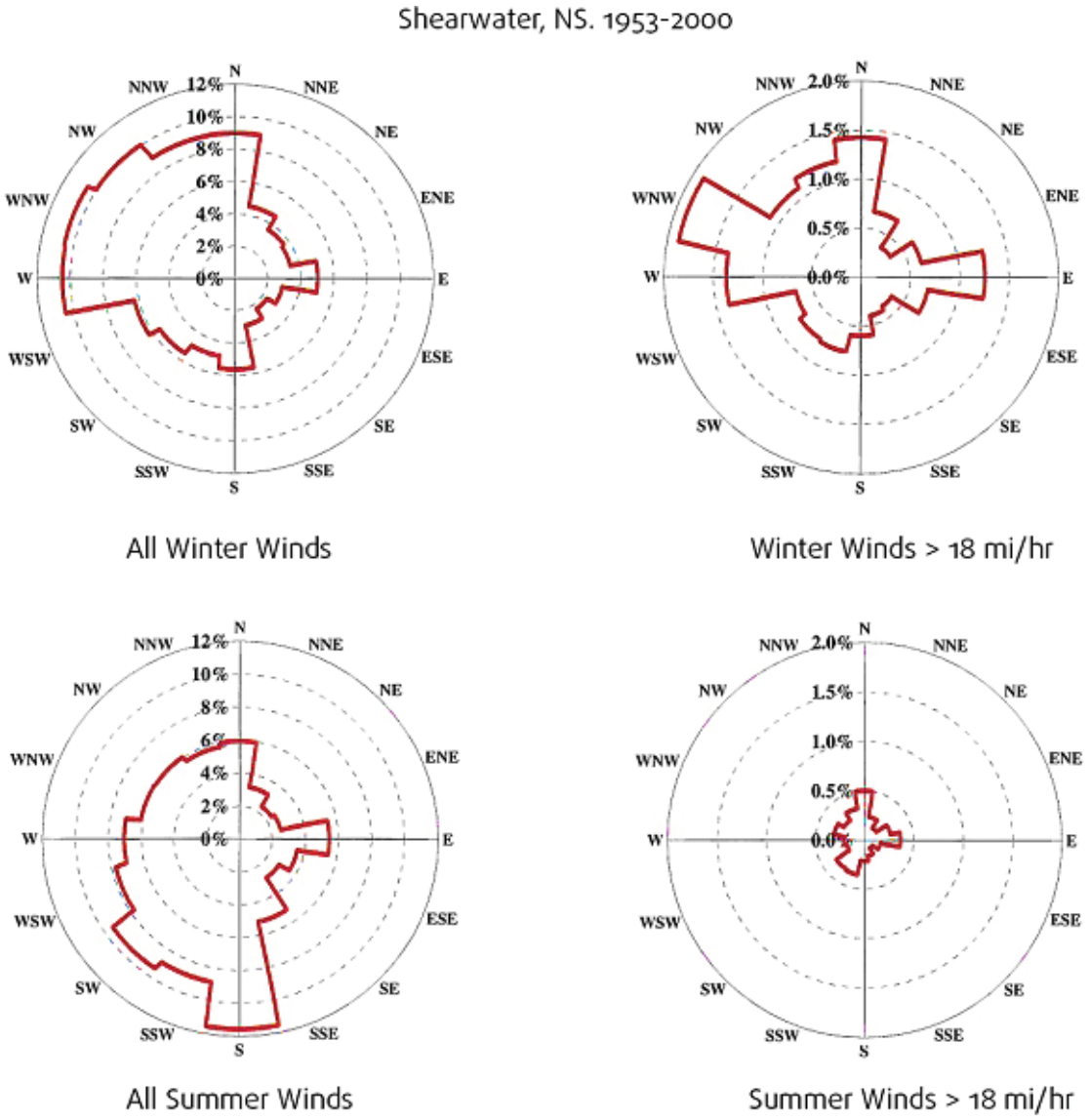


Figure 6. Seasonal Wind Direction for Shearwater Airport

Local Impacts

The proposed development is north of the 8-storey Waterford Tower (which is also owned by Dexel). A public terrace is planned between the two buildings which would be in a very wind protected area for most of the year. The reduced wind speeds in this terrace area could result in some drifting snow in the public terrace area. The downwind impacts as a result of this new 7-storey building will be masked by the impacts of the existing Waterford Tower which is 1 storey higher and has larger tower dimensions than the proposed building. There will be very little impact on the Hollis Street sidewalk in both the winter and the summer as the sidewalk is primarily in the upwind zone throughout the year. In the summer, when the wind swings from the south the Bishop Street sidewalk will have minimally increased wind speeds as a result of the development. The funneling of southern wind on Bishop Street as a result the 21-storey Alexander will significantly outweigh any impacts which may result from a 4-storey development with

an additional 3 storeys setback 3m from the stepback. If the building across the street from Bishop is constructed to its permitted height of 7 storeys there could be a slightly larger funnelling effect that could be felt on Hollis Street. The stepbacks at the 4th storey on both new buildings will significantly reduce sidewalk impacts.

The proposed development is also located within the wake zone that is created by the Maritime Centre, and is therefore already located in an area of accelerated and turbulent winds. Currently, the corner of Bishop and Hollis Street is frequently impacted by the wake zone of the Maritime Centre when the winds come from the north and north west.

In the summer, the wind comes from the southwest most of the time. On Hollis Street, opposite the proposed development is a 4 and 3-storey wall of buildings which provide some shelter for the west and east side of Hollis Street.

While wind turbulence is generated by structures on the downwind side, wind speed is reduced. Low porous or no porous structures such as buildings will reduce wind speeds immediately downwind of the structure but will increase wind speeds on the edges of the buildings (Fig. 5).

We would expect virtually no wind impact on Government House at any time of year as a result of this building and very little impact on the Waterford as a result of this development. The new Alexander Tower, if it has no stepbacks or wind breaks on the west side, could cause significant gusting and wind conditions on the eastern side of this proposed development.

Seasonal Wind Impacts

Looking at the seasonal wind impacts (Fig. 6), in the winter the northwest prevailing winds are the dominant occurrence. Approximately 48% of all winds come from the northwest. Winter winds are also stronger than those in the summer, with around 15% of all winds reaching speeds above 29 kph. The proposed development will create a 7-storey upwind zone within the wake zone of the Maritime Centre.

During the summer the majority of winds come from the southwest quadrant, approximately 46%, with the remaining spread amongst the other three ordinal directions: roughly 20% from the southeast, 24% from the northwest, and 10% originating out of the northeast quadrant. Overall, the winds are mild, with just over two percent of all winds reaching speeds over 29 kph. Summer winds may mildly impact the Bishop Street street frontage but in comparison to the impacts that will be caused by the Alexander, they will be negligible. It will be important that if the site is developed across the street from Bishop, for it too will have a 4 storey stepback to reduce wind funneling in the winter.

Wind Comfort Assessment

The potential for accelerated winds and increased turbulence along the Hollis Street sidewalk may cause marginal increased discomfort during winter months, compared to the existing 3 storey structures that occupy the site. Bishop Street will similarly be marginally windier in the summer as a result of the addition of a 4-strey stepback compared to the existing 3 storey buildings. Relative to the impacts that will come from the 21-storey Alexander, the impacts from this new development will not even be noticeable.

Changes in wind speed as a result of buildings vary depending on wind direction and building morphology. On Hollis Street 'streamlines' can occur where the wind is accelerated through the street between the Maritime Centre and the Alexander. The stepback of the building at the 4th storey will all but eliminate most wind impacts on both Bishop and Hollis Street. Similarly, very little impacts will be felt on the Waterford or other surrounding blocks as a result of this proposed development. We do not anticipate 'uncomfortable' conditions from this new building along sidewalk relative to today's conditions.

Summary

This proposed building is a modest change from the existing 3 storey buildings. The stepback of the 5th storey will reduce impacts that might be felt at the sidewalk. The building will have very little impact on wind patterns or human thermal comfort along Hollis or Bishop Street. Any small impacts that this building may have had on sidewalk wind speed will be dwarfed by the impacts that will be caused by the Alexander Centre.

The following wind studies have been prepared in Autodesk Flow to demonstrate the wind findings described in this report.

If you have any questions, please contact me at your convenience.

Sincerely,

Original Signed

Robert LeBlanc, President
Ekistics Planning & Design

AutoDesk Flow Wind Simulations

Fig 7. Westerley wind directions with starting wind speed at 30 m/s. Blue shows areas of calm (<30 m/s), while orange and yellow shows areas of increased wind speed (>30 m/s).

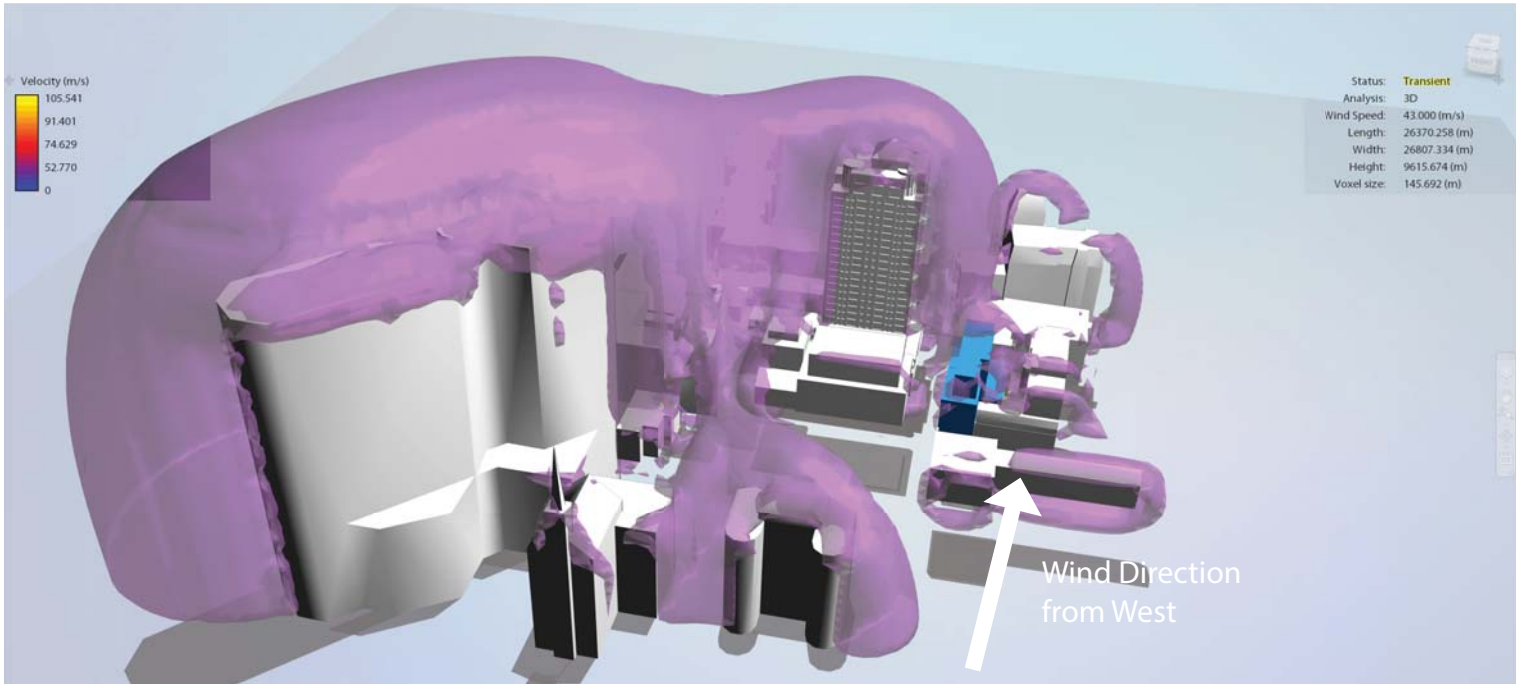


Fig 8. Westerley wind directions iso-surfaces. This purple surface shows a 50m/s wind zone resulting from a starting wind speed of 30 m/s.

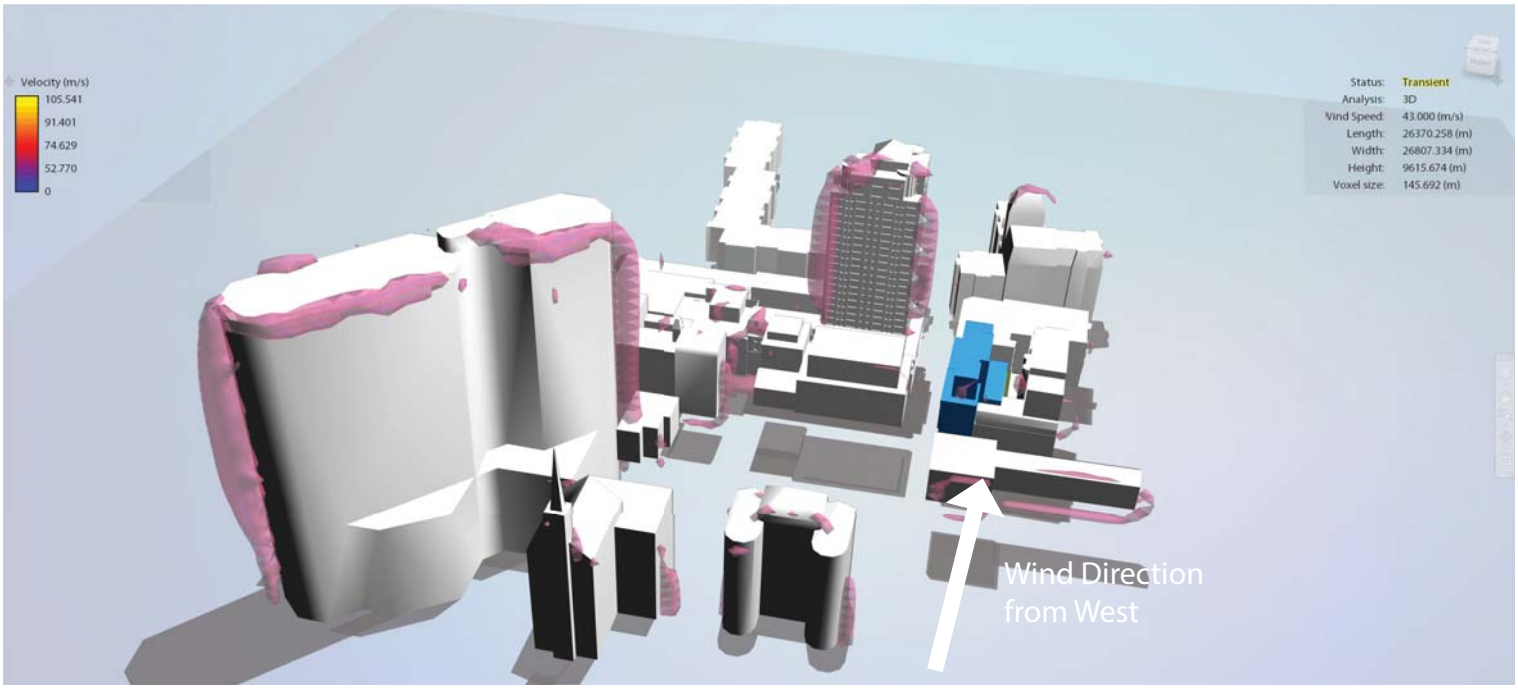


Fig 8. Westerley wind direction iso-surfaces. This purple surface shows a 60m/s wind zone resulting from a starting wind speed of 30 m/s.

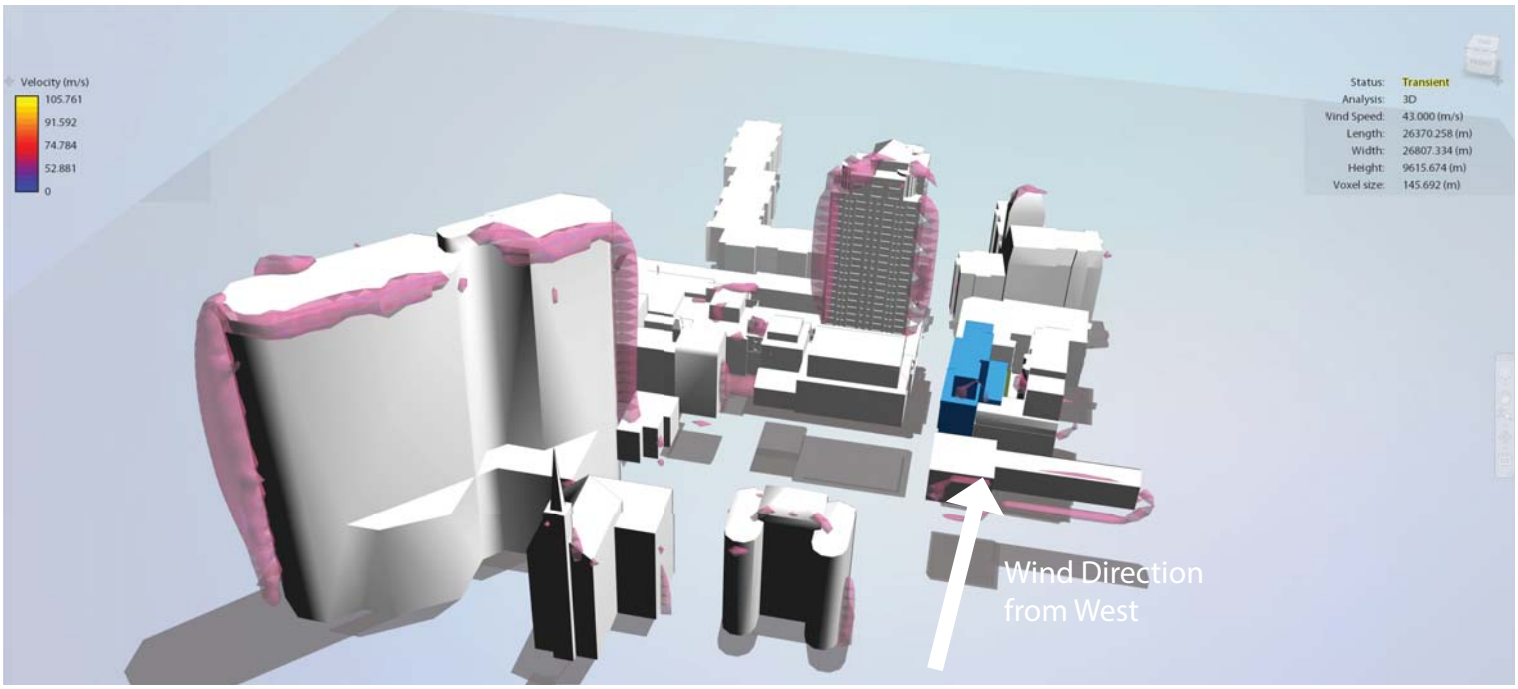


Fig 8. Westerley wind direction iso-surfaces. This purple surface shows a 70m/s wind zone resulting from a starting wind speed of 30 m/s.

Attachment F: Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
2	**Downtown Precinct Guidelines** *(refer to Map 2 for Precinct Boundaries)*		
2.1	**Precinct 1 – Southern Waterfront** *(criteria for other precincts has not been included)*		
2.1a	Fill existing gaps created by vacant properties and parking lots with new development.	N/A	
2.1b	Create a system of open space that includes: - extensions of east-west streets between Lower Water Street and the Harbour as key components of an open space network; - the boardwalk; - sidewalks along Lower Water Street, and; - plazas and small parks where the extensions of the east-west streets intersect the boardwalk.	N/A	
2.1c	Tall and slender towers provided that placement and design are consistent with the objectives identified for this precinct and with the design guidelines.	Yes	
2.1d	Ensure that development along Lower Water Street has streetwall and landscaping conditions that emphasize its meandering qualities and emergence as an important street. Encourage measures such as sound-proofing requirements for new development to reduce the conflict created by truck traffic travelling along Lower Water Street.	N/A	
2.1e	Permit surface parking lots only when they are an accessory use and are in compliance with the Land Use By-Law and design guidelines.	N/A	
2.1f	New waterfront development shall adhere to section 2.10 of the Design Manual	N/A	
2.2	**Precinct 2 – Barrington Street South**		
2.2a	Retain, and to respect in future development, the small to mid-size types of buildings, or the effect achieved by buildings of that size range, and their relationship to the street, that currently exists along Barrington Street. Buildings that occupy larger floorplates and frontages should have design elements that replicate the existing rhythm of individual storefronts along the street.	N/A	
2.2b	Ensure that buildings create an animated streetscape through active ground floor uses and pedestrian scaled design features.	Yes	
2.2c	Infill development along Hollis Street should be of a similar scale and type as that found on Barrington Street.	Yes	
2.2d	New development shall appropriately frame Cornwallis Park and respect the train station as a historic landmark	N/A	

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Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
2.2e	To permit surface parking lots only when they are an accessory use and are in compliance with the Land Use By-Law and Design Manual.	N/A	
2.2f	Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines).	N/A	
2.2g	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Partially	Although there are no proposed awnings or canopies, a recessed entry is proposed along the Hollis Street frontage.
3	**General Design Guidelines**		
3.1	**The Streetwall**		
3.1.1	**Pedestrian-Oriented Commercial** On certain downtown streets pedestrian-oriented commercial uses are required to ensure a critical mass of activities that engage and animate the sidewalk These streets will be defined by streetwalls with continuous retail uses and are shown on Map 3 of the Land Use By-law. All retail frontages should be encouraged to reinforce the 'main street' qualities associated with the historic downtown, including:		
3.1.1a	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.		
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	Yes	
3.1.1c	Frequent entries.	Yes	
3.1.1d	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3, and is encouraged elsewhere throughout the downtown.	Partially	See above comment regarding canopies and awnings.
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	Yes	
3.1.1f	Where non-commercial uses are proposed at grade in those areas where permitted, they should be designed such that future conversion to retail or commercial uses is possible.	Yes	Residential units are proposed along Bishop Street. Due to the grade change, these may not be appropriate for future retail uses.
3.1.2	**Streetwall Setback** *(refer to Map 6)*	N/A	

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Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
3.1.2b	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.	Yes	
3.1.3	**Streetwall Height** *(refer to Map 7)* To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets: generally 15.5m, 17m or 18.5m. Consistent with the principle of creating strong edges to major public open spaces, a streetwall height of 21.5m is permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.	Yes	
3.2	**Pedestrian Streetscapes**		
3.2.1	**Design of the Streetwall**		
3.2.1a	The streetwall should contribute to the fine grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	Yes	
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets. [note: the DHLUB permits a reduction of 80% on non-central blocks]	Yes	
3.2.1c	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey stepbacks.	No	The maximum streetwall height is not being met. A variance has been requested.
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	N/A	
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	Yes	
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes	
3.2.1g	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.	Yes	

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Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
3.2.2	**Building Orientation and Placement**		
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	Yes	
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	N/A	
3.2.2c	Side yard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.	N/A	
3.2.3	**Retail Uses**		
3.2.3a	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.	N/A	
3.2.3b	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.	Partially	See above comment regarding canopies and awnings.
3.2.3c	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.	N/A	
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes	
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes	
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.	Yes	
3.2.3g	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.	N/A	No commercial signage proposed at this time.
3.2.4	**Residential Uses**		

Attachment F: Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
3.2.4a	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.	Yes	
3.2.4b	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.	Yes	
3.2.4c	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.	Yes	
3.2.4d	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes	
3.2.4e	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.	N/A	
3.2.4f	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	N/A	
3.2.5	**Sloping Conditions**		
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.	Yes	
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	Yes	
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	Yes	
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	Yes	
3.2.5e	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.	Yes	

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Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
3.2.5f	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.	Yes	
3.2.5g	Flexibility in streetwall heights is required in order to transition from facades at lower elevations to facades at higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or broken cornice lines at the top of streetwalls on sloping streets.	Yes	A variance for streetwall height has been requested.
3.2.6	**Elevated Pedestrian Walkways** *(criteria not included – no pedway is proposed)*	N/A	
3.2.7	**Other Uses**		
3.2.7a	Non-commercial uses at-grade should animate the street with frequent entries and windows.	Yes	
3.3	**Building Design**		
3.3.1	**Building Articulation**		
3.3.1a	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: • Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • Middle: The body of the building above the base should contribute 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.	Yes	
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	Yes	
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	Yes	
3.3.1d	Street facing facades should have the highest design quality; however, all publicly viewed facades at the side and rear should have a consistent design expression.	Yes	

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Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
3.3.2	**Materials**		
3.3.2a	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	Yes	
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes	
3.3.2c	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	Yes	
3.3.2d	Changes in material should generally not occur at building corners.	Yes	
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes	
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes	
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes	
3.3.2h	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	Yes	
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes	
3.3.2j	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.	Yes	
3.3.3	**Entrances**		
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	Yes	
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Partially	See above comment regarding canopies and awnings.
3.3.3c	Modest exceptions to setback and stepback requirements	Yes	

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

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Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
3.4.1b	Prominent Civic Frontage: These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.	Yes	
3.4.2	**Corner Sites**		
3.4.2a	Provision of a change in the building massing at the corner, in relation to the streetwall.	Yes	
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes	
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.	Yes	
3.4.2d	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.	N/A	
3.4.3	**Civic Buildings**		
3.4.3e	Civic buildings entail a greater public use and function, and therefore should be prominent and recognizable, and be designed to reflect the importance of their civic role.	N/A	
3.4.3f	Provide distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	N/A	
3.4.3g	Ensure entrances are large and clearly visible. Provide a building name and other directional and wayfinding signage.	N/A	
3.4.3h	Very important public buildings should have unique landmark design. Such buildings include transit terminals, museums, libraries, court houses, performing arts venues, etc.	N/A	
3.5	**Parking Services and Utilities**		
3.5.1	**Vehicular Access, Circulation, Loading and Utilities**		
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	Yes	
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and	Yes	

Attachment F: Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
	garages.		
3.5.1c	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.	Yes	
3.5.1d	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well-designed doors and entries.	Yes	
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	Yes	
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	Yes	
3.5.2	**Parking Structures** *(criteria not included - refers to stand-alone parking structures)*	N/A	
3.5.3	**Surface Parking** *(criteria not included – no surface parking is proposed)*		
3.5.4	**Lighting**		
3.5.4a	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	Yes	
3.5.4b	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	Yes	
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	Yes	
3.5.4d	Encourage subtle night-lighting of retail display windows.	Yes	
3.5.4e	Ensure there is no light trespass onto adjacent residential areas by the use of shielded “full cut-off” fixtures.	Yes	There are provisions within the LUB to mitigate negative impacts of illuminated signage.
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes	
3.5.5	**Signs** *(no plans have been provided about specific signage – signs will be subject of separate future permit applications)*	N/A	

Attachment F: Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
3.6	**Site Plan Variances**		
3.6.5	**Upper Storey Streetwall Stepback Variance**		
3.6.5a	The upper storey streetwall stepback is consistent with the objectives and guidelines of the Design Manual; and	Yes	Refer to staff report.
3.6.5b	The modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.	Yes	Refer to staff report.
3.6.8	**Maximum Height Variance**		
3.6.8a	The maximum height is consistent with the objectives and guidelines of the Design Manual; and	Partially	Refer to staff report.
3.6.8b	The additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;		Refer to staff report
3.6.8c	The maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements;		
3.6.8d	Where a landmark building element is provided pursuant to the Design Manual; or		Refer to staff report in
3.6.8e	Where the additional height is shown to enable the adaptive re-use of heritage buildings.		
3.6.15	**Land Uses at Grade Variance**		
3.6.15a	The proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and,	Yes	Refer to staff report.
3.6.15b	The proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition;	Yes	Refer to staff report.
	And at least one of the following:		
3.6.15c	In the case of the proposed addition to an existing building, the proposed height of the ground floor of the existing building; or,		
3.6.15d	In the case of a proposed infill building, the floor-to-floor heights of the ground floors of abutting buildings along a common street frontage are such that the required floor-to-floor height for the ground floor of the infill building would be inconsistent with the established character of the street; or,		
3.6.15e	In the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an	Yes	Refer to staff report.

Attachment F: Design Manual Checklist

Design Manual Checklist – Hollis and Bishop			
Section	**Guideline**	**Complies**	**Discussion**
	existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical; or,		
3.6.15f	In the case of a new building to be situated on a site located outside of the Central Blocks and off a Pedestrian-Oriented Commercial Street, the floor-to-floor height of the ground floor may be reduced to 3.5 metres if it is to be fully occupied by residential uses.		