



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

Item No. 8.1.1
Design Review Committee
December 1, 2016

TO: Chair and Members of the Design Review Committee

Original Signed

SUBMITTED BY:

Bob Bjerke, Chief Planner and Director of Planning and Development

DATE: November 23, 2016

SUBJECT: **Case 20848: Substantive Site Plan Approval – 1721-1735 Lower Water Street, Halifax (Queen’s Marque)**

ORIGIN

Application by The Armour Group Limited

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for the mixed-use development on lands located at 1721-1735 Lower Water Street, Halifax, as contained in Attachment A, with the conditions that:
 - a) the southern portion of the Lower Water Street streetwall be articulated with an upper storey streetwall stepback;
 - b) all flat rooftops, which are generally inaccessible to the building’s occupants, be landscaped with roof tolerant vegetation; and
 - c) the sandstone bar be clad with Wallace sandstone;
2. Approve twelve of the thirteen identified variances to the Land Use By-law requirements, as contained in Attachment D; the only exception being the variance request for maximum streetwall height along the southern portion of the Lower Water Street frontage;
3. Accept the findings of the quantitative Wind Impact Assessment, as contained in Attachment E; and

4. Recommend that the Development Officer accept the provision of publicly accessible amenity or open space, the provision of public art, and the provision of exemplary sustainable building practices as the post-bonus height public benefit for the development.

BACKGROUND

An application has been received from The Armour Group Limited for substantive site plan approval to enable a 10-storey mixed use building on lands located at 1721-1735 Lower Water Street, Halifax (see Map 1). To allow the development, the Design Review Committee must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB). This report addresses relevant guidelines of the Design Manual in order to assist the Committee in its decision.

Subject Site	1721-1735 Lower Water Street, Halifax
Location	Lands and water lots along the Harbour side of Lower Water Street between George Street and Prince Street
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Total Size	3.36 acres
Site Conditions	Former building has been demolished and the site is undergoing preparation for excavation
Current Land Use(s)	Vacant
Surrounding Land Use(s)	<p>The subject site is surrounded by a mixture of uses, including:</p> <ul style="list-style-type: none">• Various institutional uses including the Law Courts, the Maritime Museum of the Atlantic, the Art Gallery of Nova Scotia, and Province House;• Various commercial uses including retail stores, restaurants, entertainment uses, offices, and hotels;• Transportation uses including the Halifax Ferry Terminal and the Water Street Bus Terminal;• Some high-density residential developments on the fringes; and• Various publicly accessible open space uses including the Harbourwalk, Purdy's Wharf, open space around Historic Properties, Nathan Greene Square, the raised podium surrounding the Law Courts building, Tall Ships Quay, the Children's Precinct adjacent to the Maritime Museum of the Atlantic, Summit Plaza, the Sands at Salter, and the parkette at Bishop's Landing.

Project Description

The proposed 10-storey mixed use building will include the following (Attachment A):

- Ground floor retail-commercial and restaurant uses (approximately 3,716 square metres);
- Office space on floors 2-8 (northern wing; approximately 10,684 square metres);
- 110 hotel rooms on floors 2-5 (southern wing);
- 130 dwelling units on floors 2-10 (central and southern wings);
- Underground parking with 318 vehicular parking spaces for the residential units, office tenants, hotel patrons, as well as the general public. The underground parking is to be accessed from a private driveway along the Prince Street Waterfront View Corridor;
- 2.24 acres dedicated to new public open space (including new boardwalk, three new public plazas, the "Rise Again" rooftop, and the Queen's Landing slipway); and
- Prominent exterior building materials that include curtain wall systems with clear vision glass, frame window systems with clear vision glass, Wallace sandstone, copper panels, and perforated copper panels in front of curtain wall systems with clear vision glass.

Information about the approach to the design of the building and renderings has been provided by the applicant (Attachments B and C).

Regulatory Context – Municipal Planning Documents

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

- Zone: The site is within the DH-1 (Downtown Halifax) Zone, is located within Precinct #4 – Lower Central Downtown, and falls within Schedule W (Waterfront Development Overlay);
- Building Height (Pre and Post-Bonus): The maximum pre-bonus height is 26 metres, while the maximum post-bonus height is 34 metres. Additionally, the site is encumbered by Viewplanes #4 and #5;
- Ground Floor Height: The ground floor of the building is to have a floor-to-floor height of no less than 4.5 metres;
- Streetwall Setback: The required streetwall setback along Lower Water Street is allowed to vary (0-4.0m);
- Streetwall Height: The minimum streetwall height is 11 metres, while the maximum streetwall height is 18.5 metres;
- Streetwall Width: Streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous;
- Streetwall Stepback: Above the streetwall a minimum of 3 metre stepback applies;
- Waterfront View Corridors: The site includes the George Street and Prince Street waterfront view corridors;
- Civic/Cultural Sites and Frontages: The northern half of the site is identified as a "Potential Civic/Cultural Site" on Map 1 (Civic Character) of the Design Manual, while portions of the Lower Water Street frontage, the Harbourwalk frontage, and the two frontages along the George Street and Prince Street waterfront view corridors are identified as "Prominent Civic/Cultural Frontages";
- Number of Buildings on a Lot: More than one main building is permitted on one lot and one building is permitted on more than one lot within Schedule W;
- Development Abutting a Registered Heritage Property: The site abuts the Robertson Warehouse building, a municipally and provincially registered heritage property. Development on a lot abutting a registered heritage property is subject to the requirements of the Design Manual;
- Wind Impact Assessment: A new building that is proposed to be greater than 20 metres in height is subject to either a qualitative or a quantitative wind impact assessment.

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 Downtown Halifax LUB, as well as the requirements of the By-law's Design Manual. The process requires approvals by both the Development Officer and the Design Review Committee 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;
- Maximum streetwall height;

- Minimum streetwall width;
- Minimum streetwall setback;
- Minimum side yard setback for mid-rise portions of buildings;
- Minimum setback from the ordinary high water mark; and
- Maximum streetwall setback.

To address the built-form requirements that do not meet LUB requirements, the applicant has requested that thirteen variances be considered for approval through the site plan review process (Part 4 of Attachment B).

Role of the Design Review Committee

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

The role of the Design Review Committee in this case is to:

- (1) Determine if the proposal is in keeping with the Design Manual;
- (2) Consider the variance requests that have been made pursuant to 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 F).

Notice and Appeal

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

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 criteria that are to be considered in the development of new buildings and in modifying existing buildings. Section 2.4 of the Design Manual contains criteria that are to be considered specifically for properties in Precinct 4 and Section 2.10 of the Manual contains the criteria that are to be considered specifically for properties along the Downtown Halifax Waterfront (Schedule W). Generally, the main design intent for the subject area can be summarized as follows:

- The encouragement of mixed-use high-rise infill developments along animated streetscapes;
- A general massing approach of linear "finger" buildings perpendicular to Lower Water Street;
- The preservation of waterfront view corridors between Lower Water Street and the Harbour, as extensions of east-west streets connecting the Citadel to the Harbour; and
- Ensuring that public access to the waterfront is maintained and improved, along a continuous boardwalk, and that the waterfront is in use around the clock in all four seasons.

An evaluation of the general guidelines and the relevant criteria as they relate to the project are found in a table format in Attachment G. In addition, the table 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 addressed as follows:

Awnings and Canopies (2.4f, 3.1.1d, 3.2.3b)

For this location, the Design Manual encourages the use of awnings and canopies along sidewalks and frontages for weather protection. In this case, the applicant is not proposing any permanent canopies or awnings along Lower Water Street. However, the applicant is proposing a porte-cochère along the southern end of the Lower Water Street frontage which will provide weather protected access and circulation to both the residential and hotel lobbies. The applicant is also proposing two weather protected pedestrian passageways that will connect Lower Water Street to the central internal courtyard along the waterfront. Some retail and restaurant uses may be accessible from the pedestrian passageways. A further two pedestrian gates will provide weather protection for pedestrians travelling along the Harbourwalk in a north-south direction. Along the central internal courtyard, the main building is proposed to be cantilevered over a portion of the plaza, thus ensuring that all retail and restaurant entrances that face the internal courtyard will be located under a building overhang for protection. During the spring, summer and autumn months, it is anticipated that tents, awnings, umbrellas and canopies can be considered to offer pedestrian refuge from the elements. These design approaches should adequately satisfy the criteria for weather protection.

Harbour and Sky Views (2.10c)

The Design Manual emphasizes the preservation of harbour and sky views by requiring that the upper storeys of buildings above the streetwall present a slender face to Lower Water Street, and that their long dimensions are arranged perpendicular to Lower Water Street. The proposed sandstone bar portion of the development does not present a slender face to Lower Water Street. However, the development is bookended by two 15.24-metre wide waterfront view corridors that will be protected through this development proposal (Prince and George Street Waterfront View Corridors). This will ensure that views of the sky and harbour are protected at either end of the development site.

Articulation of Narrow Shop Fronts (3.1.1a)

The Design Manual places emphasis on the articulation of narrow shop fronts, characterized by their close placement to the sidewalk. In this case, most of the Lower Water Street frontage on the subject site is not proposed to be occupied by retail bays, but by hotel, residential, and office lobbies. Therefore, it would not be appropriate for the whole frontage to be articulated into narrow shop frontages. However, the middle portion of the building, where two lower-rise angled copper-clad "chocks" are being proposed, will be articulated into narrow shop fronts. In addition, there is ample retail and restaurant space being proposed elsewhere in the development where pedestrian traffic is expected to be higher than along Lower Water Street, i.e. along the central internal courtyard and along the two waterfront view corridors. All retail and restaurant spaces will be located directly adjacent to a sidewalk, the Harbourwalk or one of the three proposed public plazas. The 20-foot structural grid will allow for the articulation of narrow shop fronts.

Expression of Base, Middle and Top (3.3.1a)

The Design Manual puts emphasis on the expression of a base, middle and top for each building. In this case, the project is quite complex in terms of sheer size, layout, and the number of vantage points from which it can be viewed, making the traditional expression of a base, middle, and top very difficult. Nevertheless, the applicant has attempted to reflect the principles of a base, middle, and top throughout its design approach. Staff advise that the design response has been mostly successful, especially from the vantage points of the two waterfront view corridors and from the Harbour side of the project. Along Lower Water Street, the inclusion of the three angled copper-clad "chocks" and the sandstone bar within the streetwall go a long way in expressing a base, middle, and top. However, the southern end of the

streetwall is non-differentiated in terms of both a middle and top (the base at this location is expressed by the porte-cochère below the floating sandstone bar).

Building Materials (3.3.2f)

The Design Manual states that building materials should be true to their nature and should not mimic other materials. In this case, there is a discrepancy in the documentation submitted by the applicant. In the Statement of Design Rationale (Attachment B), it is stated that the material to be used to clad the "sandstone bar" will be sandstone quarried from the Wallace Quarries in Wallace, Nova Scotia. However, on the colour elevations contained within the Site Plan Approval Plans (Attachment A), it is stated that the material to be used will be sandstone veneer. Staff strongly recommend that the Committee require the use of Wallace sandstone as the cladding material for the "sandstone bar" and this is reflected in the staff recommendation.

Landscaping of Flat Rooftops (3.3.4c)

The Design Manual requires that all flat rooftops be provided with a landscaping treatment. In this case, the applicant is proposing to landscape the rooftops of the building that are generally designed to be inaccessible to the building's occupants with decorative pavers. Staff advise that the majority of these surfaces should instead be landscaped with appropriate roof tolerant vegetation. As such, staff recommend that the Committee require that all flat rooftops which are generally inaccessible to the building's occupants, be landscaped with roof tolerant vegetation.

Developments Abutting a Heritage Property (3.2.1d, 4.3.1a, 4.3.2a, 4.3.2b, 4.3.2d, 4.3.3a, and 4.3.3b)

The Design Manual attaches a great deal of importance to a building transition to an abutting heritage property. Items covered under the guidelines include:

- Maintaining a similar streetwall height/cornice height for the podium part of the new building;
- Maintaining a similar height of the first storey of the new building to the first storey datum line of the heritage building;
- Maintaining the rhythm of existing heritage buildings in vertical proportions;
- Referencing the rhythm above the cornice line for new buildings; and
- Maintaining other heights and proportions in the first storey for smaller details.

In this case, the project site abuts the Robertson Warehouse building, a municipally and provincially registered heritage property. However, there is a significant gap (15.24 m) between the registered heritage building and the proposed building due to the presence of the Prince Street Waterfront View Corridor. This, to some extent, reduces the need to employ some of the transitioning techniques described above. Nonetheless, an attempt should still be made to utilize some of the techniques above to ensure a proper transition.

The design responds to the transitioning guidelines by proposing:

- Two angled copper-clad "chocks" along the Lower Water Street streetwall which will have a similar height as the cornice line of the Robertson Warehouse;
- A first storey height for the porte-cochère and the ground floor of the new building that are of similar height to the first storey datum line of the Robertson Warehouse building;
- Three angled copper-clad "chocks" along the Lower Water Street streetwall which will have similar widths to the Robertson Warehouse building;
- The use of punched windows along most of the sandstone bar, and especially along the portion closest to the Robertson Warehouse building. This provides some reference to the rhythm of punched windows along the façade of the heritage building.

Variance Requests

Thirteen variances are being sought to the quantitative requirements of the Downtown Halifax LUB for the project. The applicant has outlined most of these variance requests through diagrams and provided a

rationale for them pursuant to the Design Manual criteria (Part 4 of Attachment B). Importantly, the diagrams in Part 4 of Attachment B indicate the extent of each variance.

The staff review of each identified variance is provided in this section as outlined below. It is independent of the applicant's submission, but for ease of reference, the variances are discussed in the same order as that which is presented in Part 4 of Attachment B.

Overall Findings

In accordance with the standard approach taken in other staff reports, a detailed review of each of the applicant's variance requests is found in Attachment D. While the request for thirteen variances may appear extreme, staff advise, that apart for one regarding maximum streetwall height, they are fairly modest relaxations of the requirements and they all maintain the objectives set out in the Design Manual.

Table 1: Overview of the Consistency of Variances with the Design Manual

Variance Being Sought	Recommendation on Variance
Part A: Minimum Ground Floor Height	
1) Reducing the minimum ground floor height to 4.2 metres.	Recommended
Part B: Maximum Street Wall Height	
2) Exceeding the maximum streetwall height requirement along the southern end of Lower Water Street.	<u>Not Recommended</u>
3) Exceeding the maximum streetwall height requirement for the higher-rise angled copper-clad chock.	Recommended
Part C: Minimum Streetwall Width	
4) Reducing the minimum streetwall width at the ground floor level along Lower Water Street for the porte-cochère.	Recommended
5) Reducing the minimum streetwall width at the ground floor level along Lower Water Street for the pedestrian gate abutting the porte-cochère.	Recommended
6) Reducing the minimum streetwall width along Lower Water Street for the pedestrian gate between the two lower-rise angled copper-clad chocks.	Recommended
7) Reducing the minimum streetwall width along Lower Water Street for the pedestrian gate between the lower and higher-rise angled copper-clad chocks.	Recommended
8) Reducing the minimum streetwall width along Lower Water Street between the higher-rise angled copper-clad chock and the George Street Waterfront View Corridor.	Recommended
Part D: Minimum Streetwall Stepback	
9) Reducing the minimum streetwall stepback above the first lower-rise angled copper-clad chock from the Prince Street Waterfront View Corridor.	Recommended
Part E: Side Yard Setback for Mid-Rise Portions of Buildings	
10) Eliminating the interior lot line setback on either side of the future subdivision line adjacent to the George Street Waterfront View Corridor.	Recommended
11) Eliminating the interior lot line setback on either side of the future subdivision line adjacent to the Prince Street Waterfront View Corridor.	Recommended
Part F: Setback from the Ordinary High Water Mark	
12) Modifying the minimum setback from the ordinary high water mark.	Recommended
Part G: Maximum Streetwall Setback	
13) Reducing the maximum streetwall setback for the higher-rise angled copper-clad chock.	Recommended

Wind Impact Assessment

A quantitative wind impact assessment was prepared by Rowan Williams Davies & Irwin Inc. (RWDI) 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 is constructed. The concern with respect to wind conditions is whether the site, and in particular the surrounding sidewalks and Harbourwalk, will be comfortable for their intended usage. Wind conditions are rated in terms of relative comfort for different pedestrian activities that include "sitting", "standing", "strolling", and "walking". Safety is associated with excessive gust wind speeds that can adversely affect the pedestrian's balance and footing. The RWDI assessment findings can be summarized as follow:

- Overall, the addition of the proposed Queen's Marque development has no significant impact on the existing surrounding wind conditions.
- The wind safety criterion was met at all grade level and above grade level areas of the site for both the Existing and Proposed test configurations.
- With the addition of the proposed Queen's Marque development, appropriate wind comfort conditions are expected along Lower Water Street throughout the year.
- Suitable wind conditions are expected at most grade and above grade level areas of the site. Marginally higher-than-desired wind speeds are predicted at localized entrance locations and seating areas at grade level, as well as on the roof and bar patios during the winter season.
- Satisfactory wind speeds can be achieved through the use of various hard and soft landscape elements (coniferous trees and wind screens), as described in the Wind Impact Assessment report.

The assessment concludes that mitigation measures will not be necessary.

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 8,225 square metres. A preliminary calculation of the value of the required public benefit is approximately \$367,657.50. The applicant proposes that the public benefit categories be the provision of publicly accessible amenity or open space, the provision of public art, and the provision of exemplary sustainable building practices.

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.

Establishment of New Streetline on Lower Water Street

The current land ownership context adjacent to the project site involves portions of Lower Water Street being located on land owned by Waterfront Development Corporation Limited (WDCL), and a portion of land used by WDCL for public parking owned by HRM. As part of the planning for the Queen's Marque project, WDCL has requested an adjustment to the eastern boundary of the right-of-way on Lower Water Street between Prince and George Streets to accommodate development of the abutting WDCL lands through a partnership with The Armour Group Limited. On October, 4, 2016, Halifax Regional Council agreed to establish a new streetline on Lower Water Street abutting the Queen's Marque project subject to the Queen's Marque proposal having received substantive site plan approval.

The development proposed by the applicant is thus currently partially located within the street right-of-way. As such, should the Committee approve this substantive site plan approval application, no municipal

permits will be able to be issued prior to a final decision by Regional Council on the new limits of the Lower Water Street right-of-way and the completion of the real estate transaction between HRM and The Armour Group Limited/WDCL. Should Regional Council not approve the partial street closure and the sale of the lands to the developer, the building design presented in Attachment A will need to be altered to match the existing property extent. Such an alteration to the project will require the approval of another site plan approval application.

Conclusion

Staff advise that the project and the identified variances are generally consistent with the Design Manual; the only exception being the requested variance to increase the maximum streetwall height along the southern portion of the Lower Water Street frontage. In addition, staff recommend that those flat rooftops which are not generally accessible to the building's occupants be landscaped with roof tolerant vegetation and that the sandstone bar be clad with Wallace sandstone. Staff therefore recommends that the Design Review Committee approve the substantive site plan approval application with the following conditions:

- (1) That the variance request for an increase to the maximum streetwall height along the southern portion of the Lower Water Street frontage be refused;
- (2) The southern portion of the Lower Water Street streetwall be articulated with an upper storey streetwall stepback;
- (3) All flat rooftops, which are generally inaccessible to the building's occupants, be landscaped with roof tolerant vegetation; and
- (4) The sandstone bar be clad with Wallace sandstone.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2016/17 operating budget for C310 Urban & Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in 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 HRM website, the developer's website, public kiosks, and two public open houses.

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 A.
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 criteria of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

ATTACHMENTS

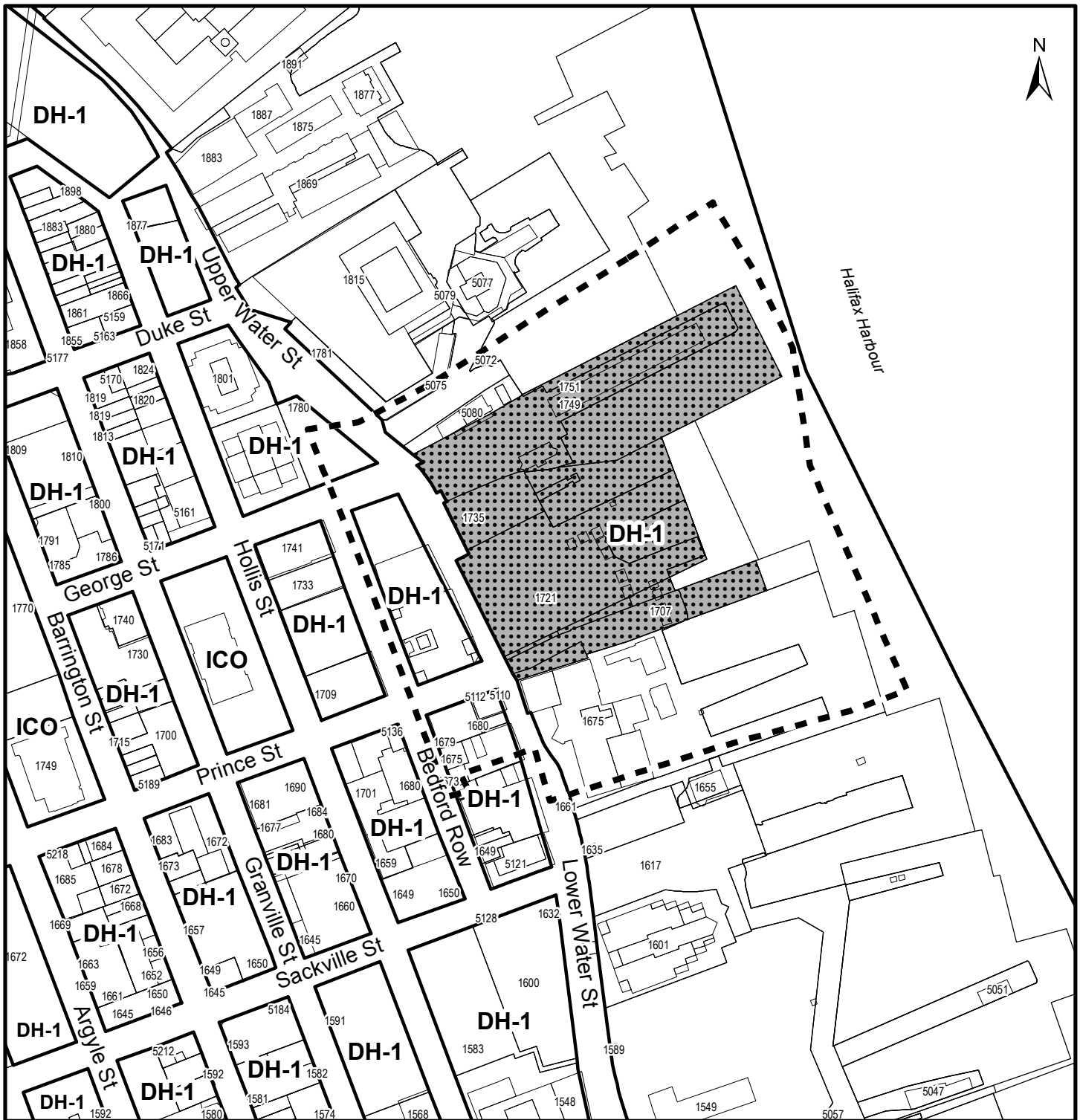
Map 1	Location and Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Statement of Design Rationale
Attachment C	Renderings
Attachment D	HRM's Detailed Review of Variances
Attachment E	Wind Impact Assessment
Attachment F	Post Bonus Height Public Benefit
Attachment G	Design Manual Checklist

A copy of this report can be obtained online at <http://www.halifax.ca/boardscom/drc/Agendas.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Luc Ouellet, LPP, Planner III, 902.490.3689

Report Approved by: Original Signed

Kelly Denty, Manager of Current Planning, 902.490.4800




Map 1 - Zoning and Location

1721-1735 Lower Water Street,
Halifax

HALIFAX

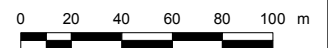
 Subject Properties

 Area of Notification

Zone

DH-1 Downtown Halifax

ICO Institutional, Cultural and Open Space



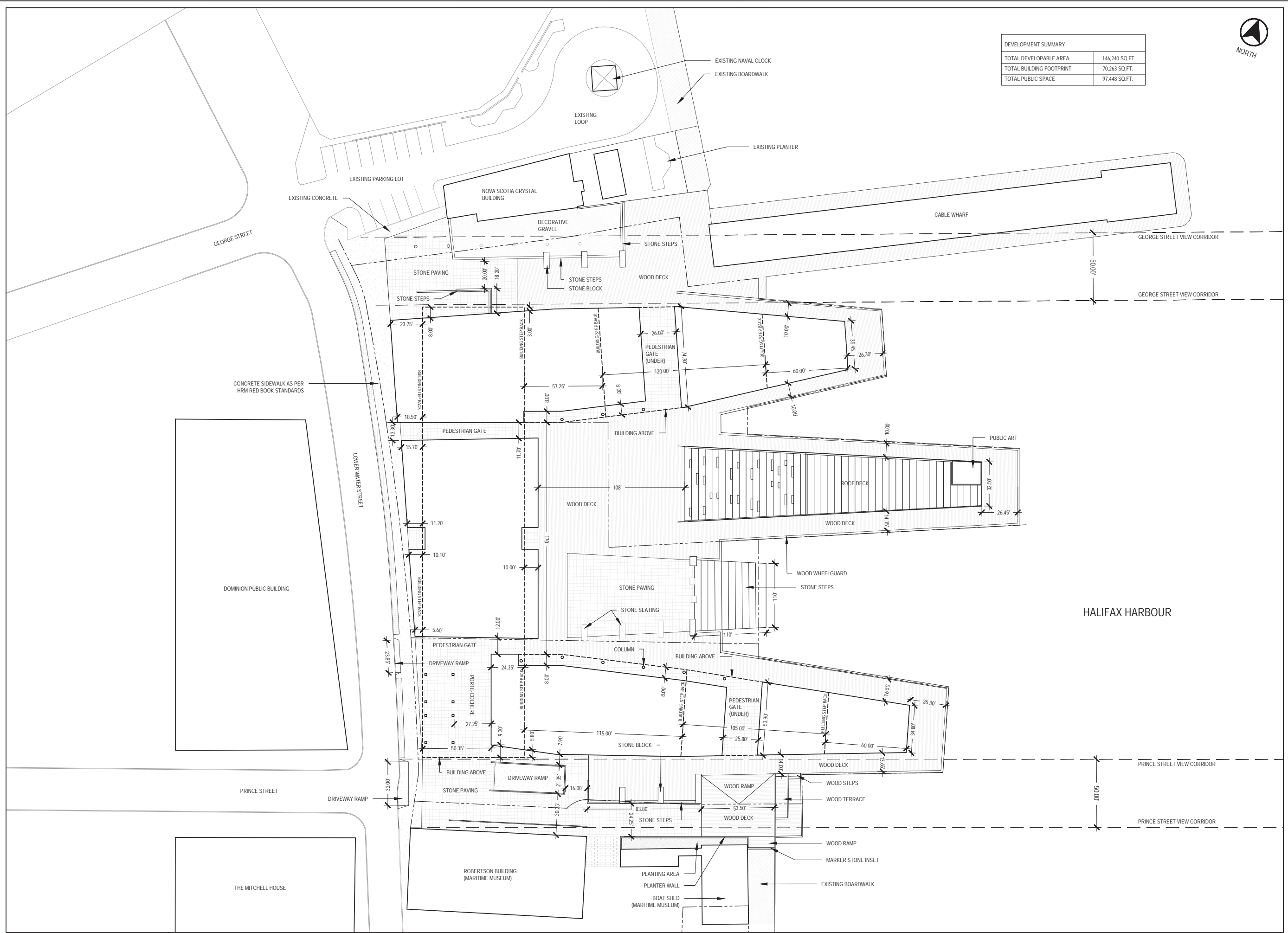
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

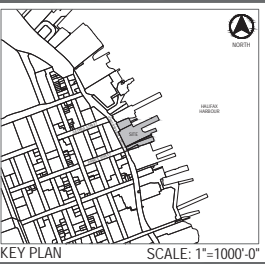
Downtown Halifax Plan Area

ATTACHMENT A:
Site Plan Approval Plans

- Detailed Site Plan
- Architectural Floor Plans, incl. Roof Plan
- Rendered Elevations







DEVELOPMENT SUMMARY	
TOTAL DEVELOPABLE AREA	146,240 SQ.FT.
TOTAL BUILDING FOOTPRINT	70,263 SQ.FT.
TOTAL PUBLIC SPACE	97,448 SQ.FT.



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LEGEND

-  PROPOSED PROPERTY LINE
 VIEW CORRIDOR
 BUILDING ABOVE
 BUILDING FOOTPRINT



01	ISSUED FOR SITE PLAN APPROVAL	2016-11-17
NO.	REVISION	DATE



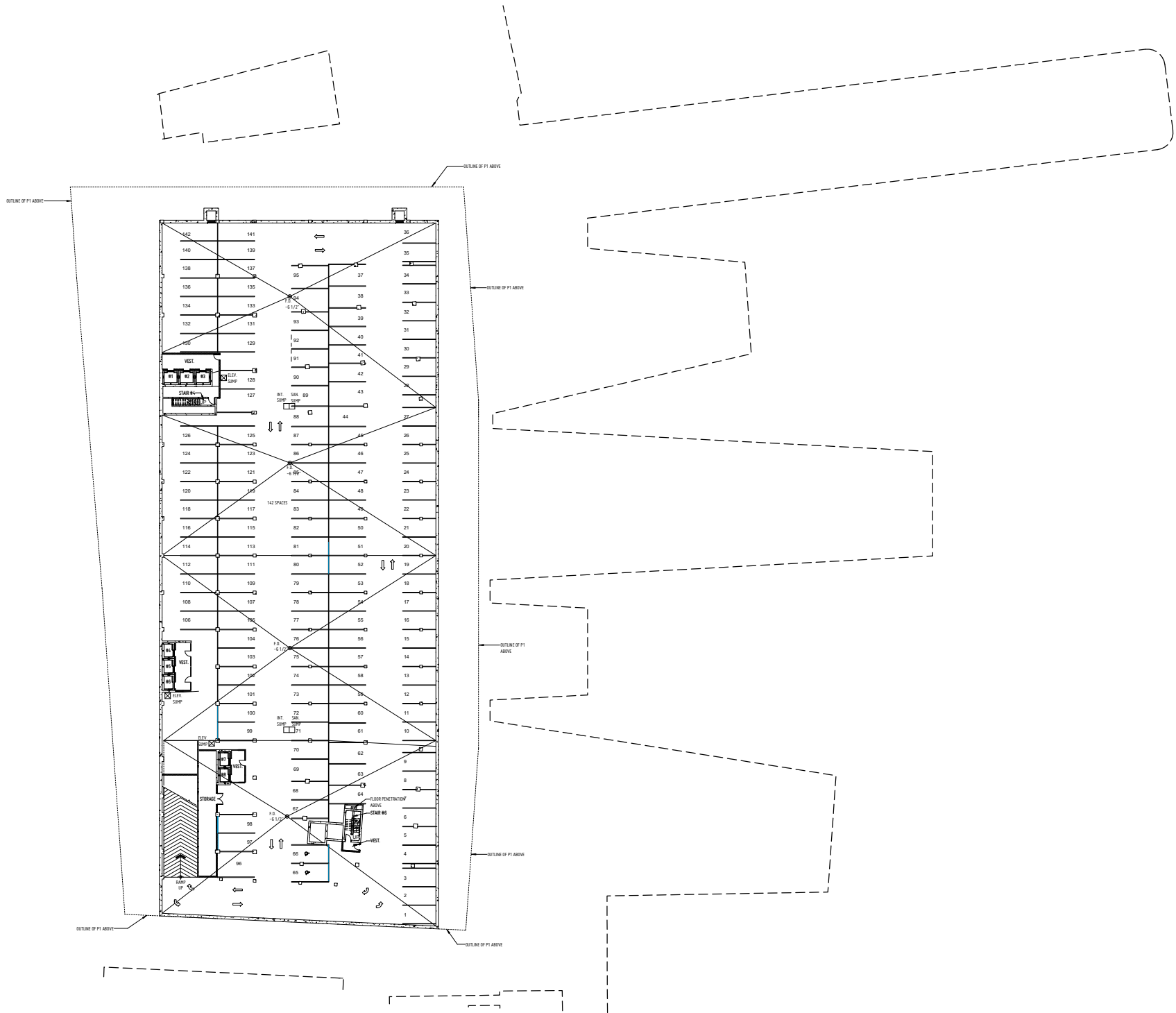
PROJECT
QUEENS MARQUE DEVELOPMENT
HALIFAX, NS

SITE PLAN

SCALE 1"=30'-0"		DATE 2016-09-16	
DRAWN BY DS / SC		CHECKED RTL	REVIEWED
APPROVED RTL		DEPT. APPROVAL	
SEAL		SEAL	

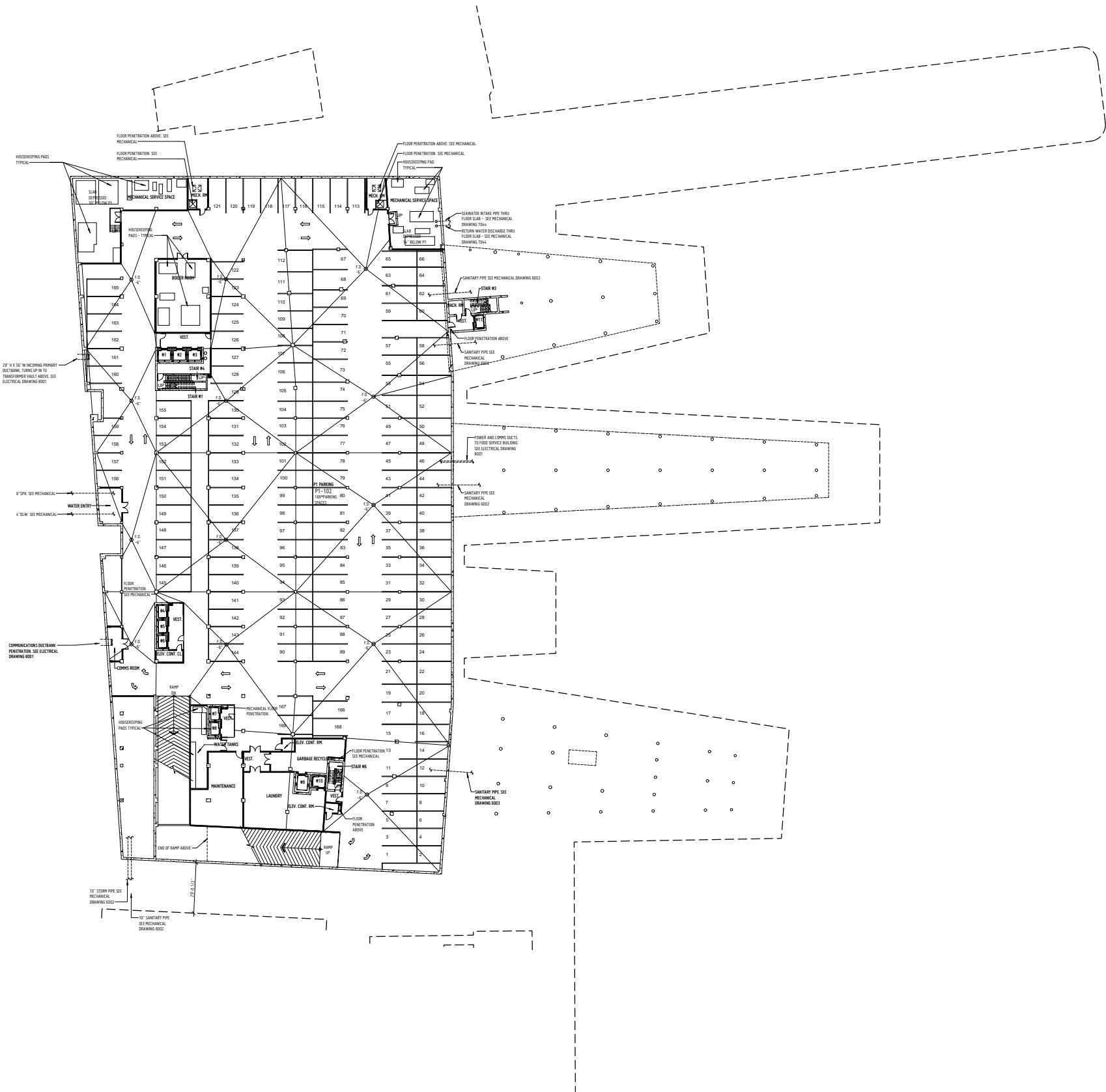
NOT FOR
CONSTRUCTION

DEPT. PROJECT NO.	DRAWING NO. 001
CONSULTANT'S NO.	
TENDER NO.	



1
3001
PARKING LEVEL P2
SCALE: 1" = 20'-0"

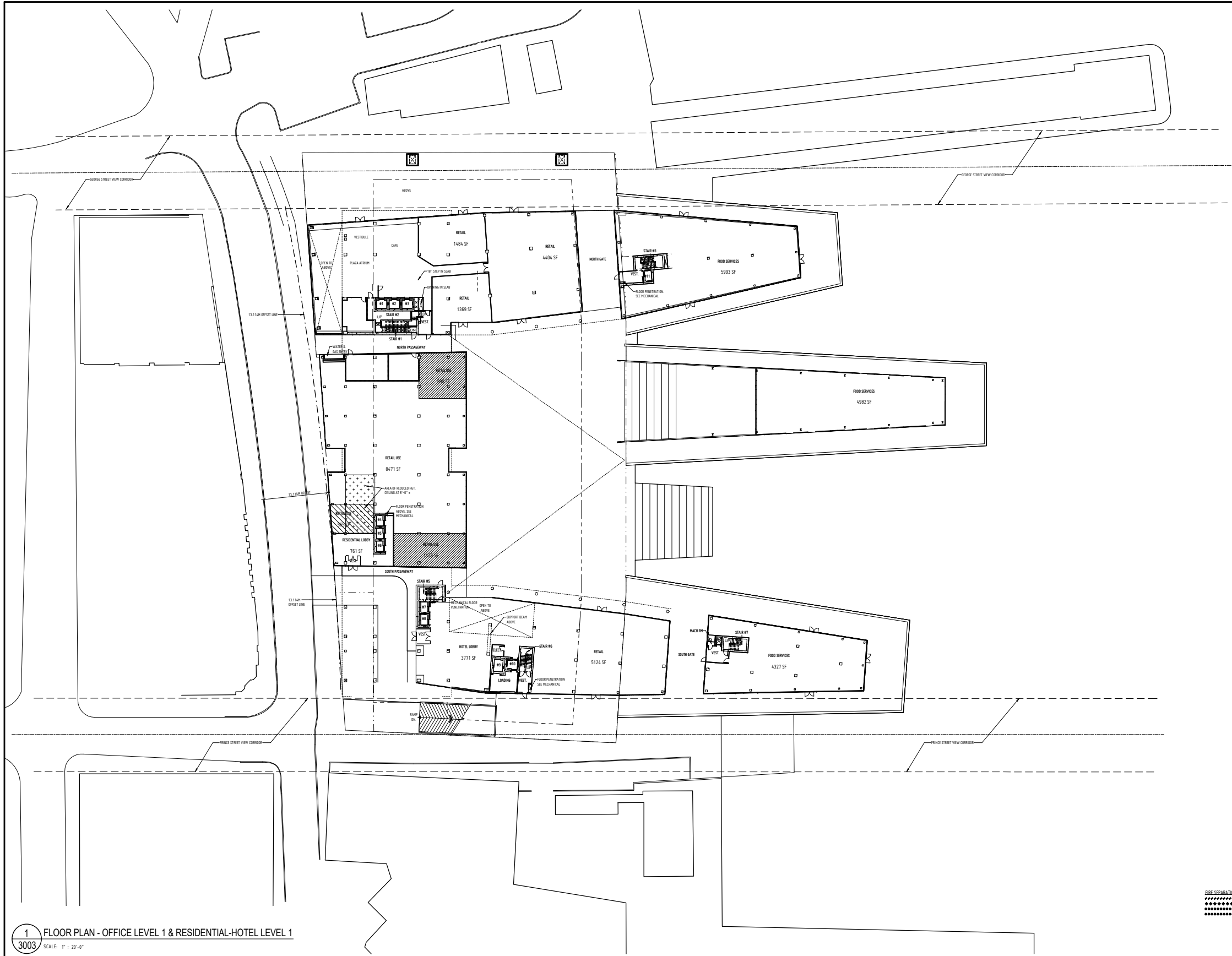
FIRE SEPARATION LEGEND
***** FIRE SEPARATION WITHOUT A RATING
***** 1 HOUR FIRE SEPARATION
***** 2 HOUR FIRE SEPARATION
***** 3 HOUR FIRE SEPARATION
***** 4 HOUR FIRE SEPARATION
***** 5 HOUR FIRE SEPARATION
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***** 10 HOUR FIRE SEPARATION
***** 12 HOUR FIRE SEPARATION
***** 15 HOUR FIRE SEPARATION
***** 20 HOUR FIRE SEPARATION
***** 30 HOUR FIRE SEPARATION
***** 60 HOUR FIRE SEPARATION
***** 120 HOUR FIRE SEPARATION
***** 180 HOUR FIRE SEPARATION
***** 240 HOUR FIRE SEPARATION
***** 360 HOUR FIRE SEPARATION
***** 480 HOUR FIRE SEPARATION
***** 720 HOUR FIRE SEPARATION
***** 1440 HOUR FIRE SEPARATION
***** 2880 HOUR FIRE SEPARATION
***** 5760 HOUR FIRE SEPARATION
***** 11520 HOUR FIRE SEPARATION
***** 23040 HOUR FIRE SEPARATION
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1
3002
PARKING LEVEL P1
SCALE: 1" = 20'-0"

FIRE SEPARATION LEGEND
***** FIRE SEPARATION WITHOUT A RATING
***** 1 HOUR FIRE SEPARATION
***** 1 1/2 HOUR FIRE SEPARATION
***** 2 HOUR FIRE SEPARATION
ELEVATIONS NOTED AT FLOOR BRINGS ARE RELATIVE TO BASE FLOOR ELEVATION

FOWLER BAULD & MITCHELL architecture	Fowler Bauld & Mitchell Ltd. 181-1660 Hollis Street, Halifax, Nova Scotia B3J 1V7 PO Box 514, Halifax, Nova Scotia B3J 2R7 Tel: 902 429 4100 Fax: 902 423 3063 email: architects@fba.ca www.fba.ca	Mackay-Lyons Sweetapple Architects Limited 2188 Gottingen Street Halifax Nova Scotia Canada B3K 3B4 T 902 429 1867 F 902 429 6276 www.mlsa.ca	STAMP	<table><thead><tr><th>No.</th><th>REVISION</th><th>BY</th><th>DATE</th></tr></thead><tbody><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr></tbody></table>	No.	REVISION	BY	DATE																					<table><tr><td colspan="2">QUEEN'S MARQUE HALIFAX NOVA SCOTIA</td></tr><tr><td>REV 2012-101</td><td>DATE 14 JUL 2016</td></tr><tr><td>CHECKED</td><td>APPROVED</td></tr><tr><td>DESIGNED</td><td>CONSTRUCTION</td></tr><tr><td>DRAWN</td><td>DATE</td></tr></table>	QUEEN'S MARQUE HALIFAX NOVA SCOTIA		REV 2012-101	DATE 14 JUL 2016	CHECKED	APPROVED	DESIGNED	CONSTRUCTION	DRAWN	DATE	<table><tr><td colspan="2">FLOOR PLAN - PARKING LEVEL P1</td></tr><tr><td colspan="2">3002</td></tr><tr><td>DATE MWD</td><td>SCALE 1" = 20'-0"</td></tr></table>	FLOOR PLAN - PARKING LEVEL P1		3002		DATE MWD	SCALE 1" = 20'-0"
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1 FLOOR PLAN - OFFICE LEVEL 1 & RESIDENTIAL-HOTEL LEVEL 1
3003 SCALE: 1" = 20'-0"

FIRE SEPARATION LEGEND
***** FIRE SEPARATION WITHOUT A RATING
***** 1 HOUR FIRE SEPARATION
***** 1 1/2 HOUR FIRE SEPARATION
***** 2 HOUR FIRE SEPARATION

FOWLER BAULD & MITCHELL
architecture

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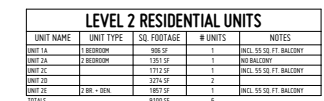
No.	REVISION	BY	DATE

QUEEN'S MARQUE
HALIFAX NOVA SCOTIA

REV: 2012-101 DATE: 14 JUL 2016
DRAWN BY: MWD CHECKED BY: GAC
PROJECT: CONSTRUCTION
SHEET: 3003

FLOOR PLAN - OFF1,
HOTEL & RES1

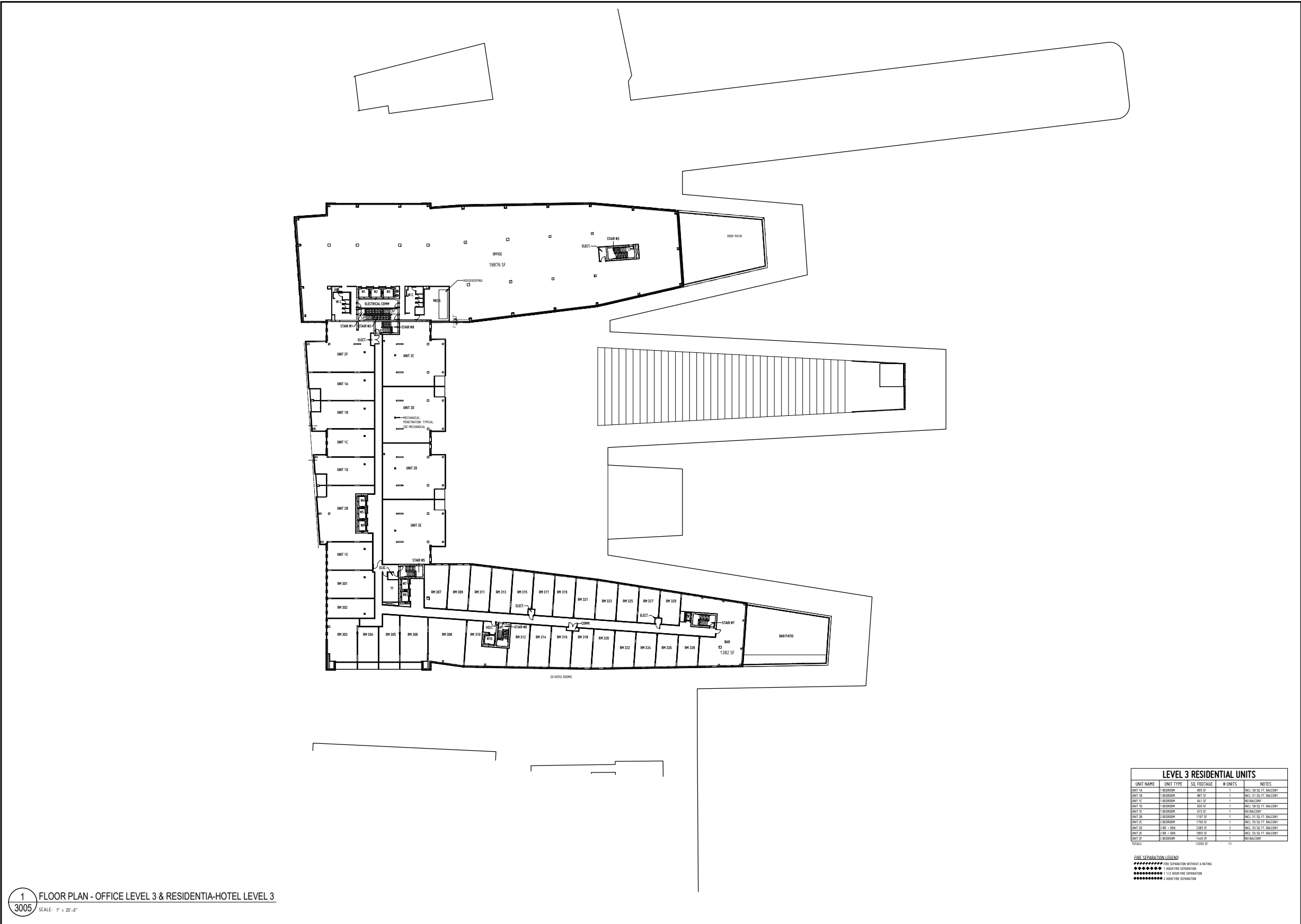
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SCALE: 1" = 20'-0"



FIRE SEPARATION LEGEND

◆◆◆◆◆◆◆◆	FIRE SEPARATION WITHOUT A RATING
◆◆◆◆◆◆◆◆◆◆	1 HOUR FIRE SEPARATION
◆◆◆◆◆◆◆◆◆◆◆◆	1 1/2 HOUR FIRE SEPARATION
◆◆◆◆◆◆◆◆◆◆◆◆◆◆	2 HOUR FIRE SEPARATION

3004



LEVEL 3 RESIDENTIAL UNITS				
UNIT NAME	UNIT TYPE	SQ. FOOTAGE	# UNITS	NOTES
UNIT 1A	1 BEDROOM	885 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 1B	1 BEDROOM	887 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 1C	1 BEDROOM	861 SF	1	NO BALCONY
UNIT 1D	1 BEDROOM	838 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 1E	1 BEDROOM	835 SF	1	NO BALCONY
UNIT 2A	2 BEDROOM	1187 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 2C	2 BEDROOM	1150 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 2D	2 BR + DEN	1389 SF	2	INCL. 50 SQ. FT. BALCONY
UNIT 2E	2 BR + DEN	1385 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 2F	2 BEDROOM	1440 SF	1	NO BALCONY
TOTALS		12295 SF	11	

FIRE SEPARATION LEGEND
***** FIRE SEPARATION WITHOUT A RATING
***** 1 HOUR FIRE SEPARATION
***** 1 1/2 HOUR FIRE SEPARATION
***** 2 HOUR FIRE SEPARATION



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Fowler Bauld & Mitchell Ltd.
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Architects Limited
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www.mlsa.ca

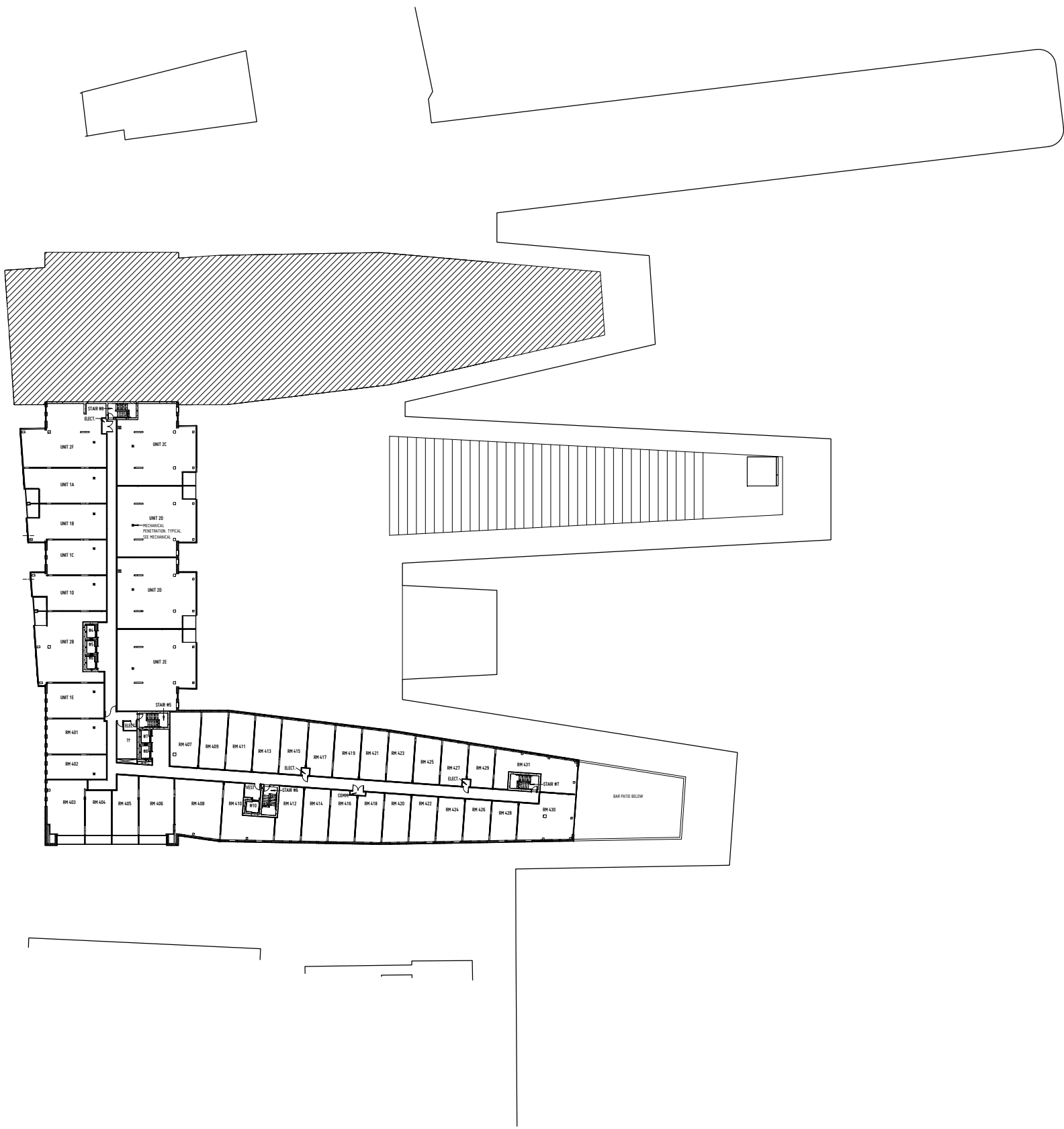
No.	REVISION	BY	DATE

QUEEN'S MARQUE
HALIFAX NOVA SCOTIA

DATE 14 JUL 2016
DRAWN MWD
CHECKED GAC
SCALE 1" = 20'-0"

FLOOR PLAN - OFF3 &
RES3

3005



1 FLOOR PLAN - OFFICE (NA) & RESIDENTIAL-HOTEL LEVEL 4
3006 SCALE: 1" = 20'-0"

LEVEL 4 RESIDENTIAL UNITS				
UNIT NAME	UNIT TYPE	SQ. FOOTAGE	# UNITS	NOTES
UNIT 1A	1-BEDROOM	885 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 1B	1-BEDROOM	877 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 1C	1-BEDROOM	641 SF	1	NO BALCONY
UNIT 1D	1-BEDROOM	632 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 1E	1-BEDROOM	815 SF	1	NO BALCONY
UNIT 1F	1-BEDROOM	1170 SF	1	INCL. 100 SQ. FT. BALCONY
UNIT 1G	1-BEDROOM	1792 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 1H	2-BED + DEN	2280 SF	2	INCL. 50 SQ. FT. BALCONY
UNIT 1I	2-BED + DEN	1895 SF	1	INCL. 50 SQ. FT. BALCONY
UNIT 1J	2-BEDROOM	1429 SF	1	NO BALCONY
TOTALS		12333 SF	11	

FIRE SEPARATION LEGEND
===== FIRE SEPARATION WITHOUT A RATING
***** 1 HOUR FIRE SEPARATION
***** 1 1/2 HOUR FIRE SEPARATION
***** 2 HOUR FIRE SEPARATION

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No.	REVISION	BY	DATE

2012-101

14 JUL 2016

CLERK

ARCHITECT

CONSTRUCTION

UNITED

QUEEN'S MARQUE
HALIFAX NOVA SCOTIA

3006

1" = 20'-0"

1
3007

FLOOR PLAN - OFFICE LEVEL 4 & RESIDENTIAL-HOTEL LEVEL 5

SCALE: 1" = 20'-0"

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MITCHELL**
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No.	REVISION	BY	DATE

QUEEN'S MARQUE
HALIFAX
NOVA SCOTIA

REV 2012-101 DATE 14 JUL 2016

DESIGNED BY MWO
DRAWN BY GAC
CHECKED BY GAC
DATE 14 JUL 2016

FLOOR PLAN - OFF4 &
RESS

3007

SCALE: 1" = 20'-0"

LEVEL 5 RESIDENTIAL UNITS

UNIT NAME	UNIT TYPE	SQ. FOOTAGE	# UNITS	NOTES
UNIT 1A	1 BEDROOM	877 SF	1	INCL. 58 SQ. FT. BALCONY
UNIT 1B	1 BEDROOM	867 SF	1	INCL. 51 SQ. FT. BALCONY
UNIT 1C	1 BEDROOM	831 SF	1	NO BALCONY
UNIT 1D	1 BEDROOM	810 SF	1	INCL. 58 SQ. FT. BALCONY
UNIT 1E	2 BEDROOM	1151 SF	1	NO BALCONY
UNIT 2B	2 BEDROOM	1154 SF	1	INCL. 51 SQ. FT. BALCONY
UNIT 2F	2 BEDROOM	1151 SF	1	NO BALCONY
UNIT 2G	2 BEDROOM	1171 SF	1	NO BALCONY
UNIT 2H	2 BR. + DEN.	2575 SF	2	NO BALCONY
UNIT 2I	2 BR. + DEN.	1445 SF	1	NO BALCONY
TOTALS		11811 SF	11	

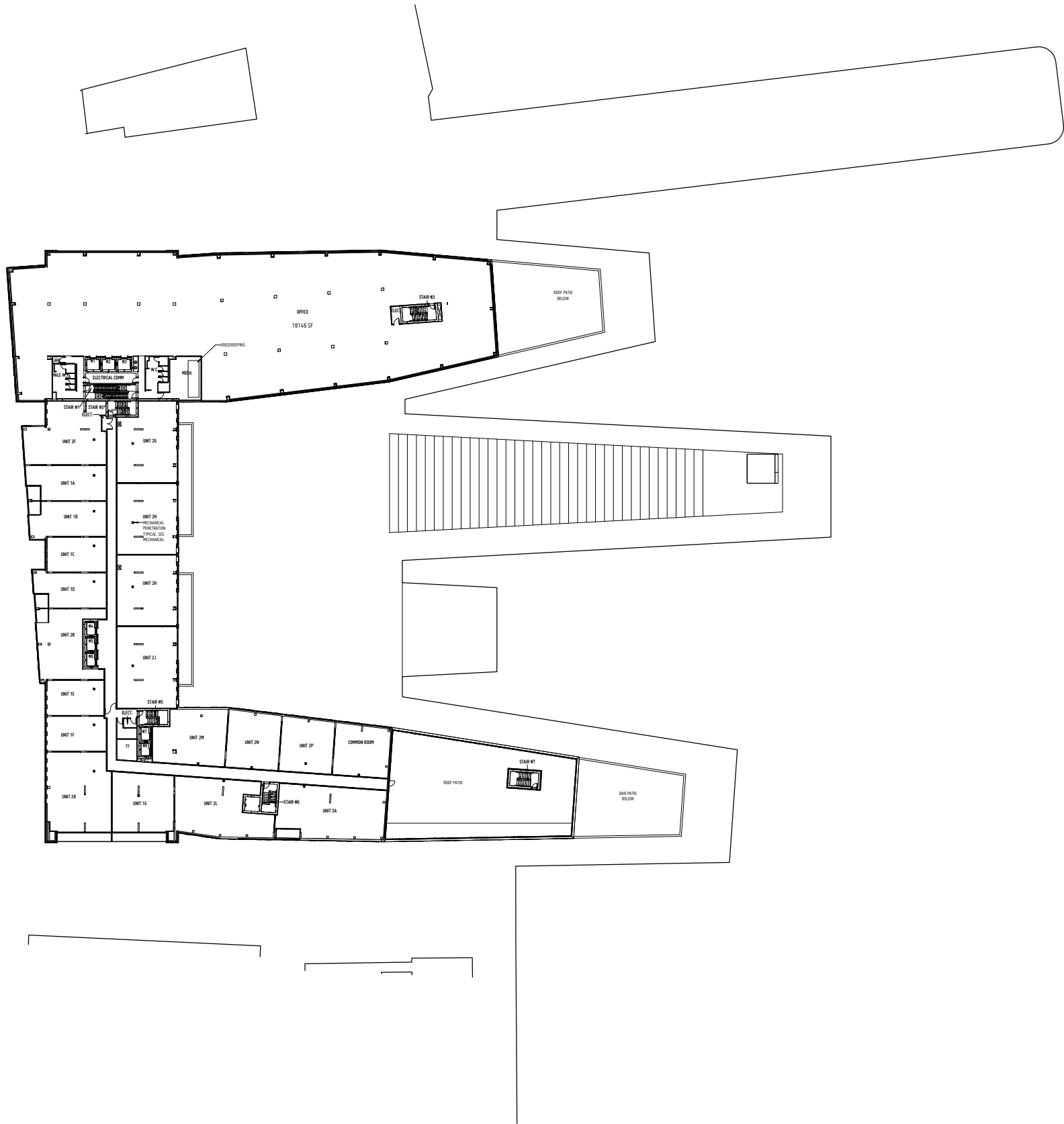
FIRE SEPARATION LEGEND

***** FIRE SEPARATION WITHOUT A RATING

***** 1 HOUR FIRE SEPARATION

***** 1 1/2 HOUR FIRE SEPARATION

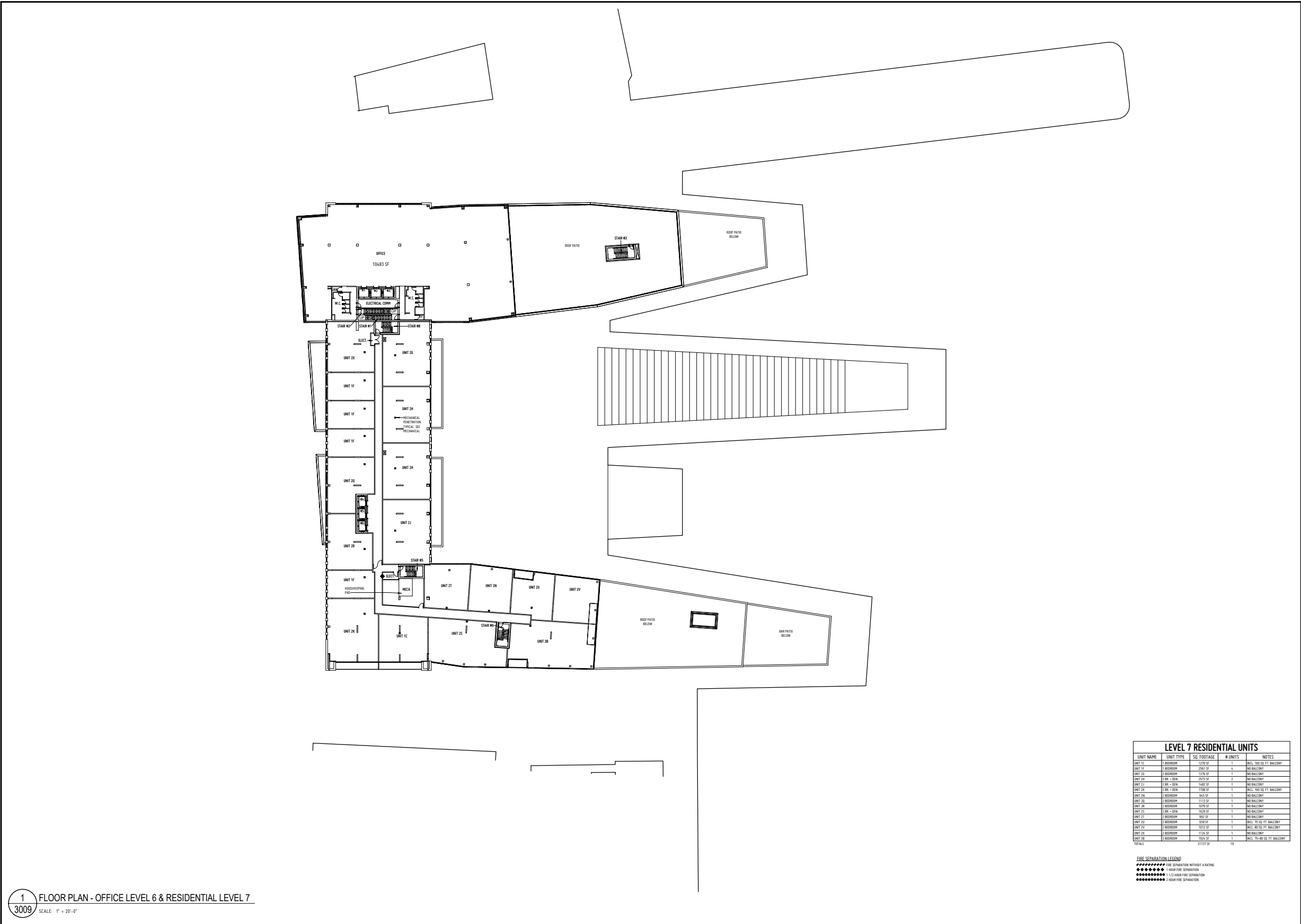
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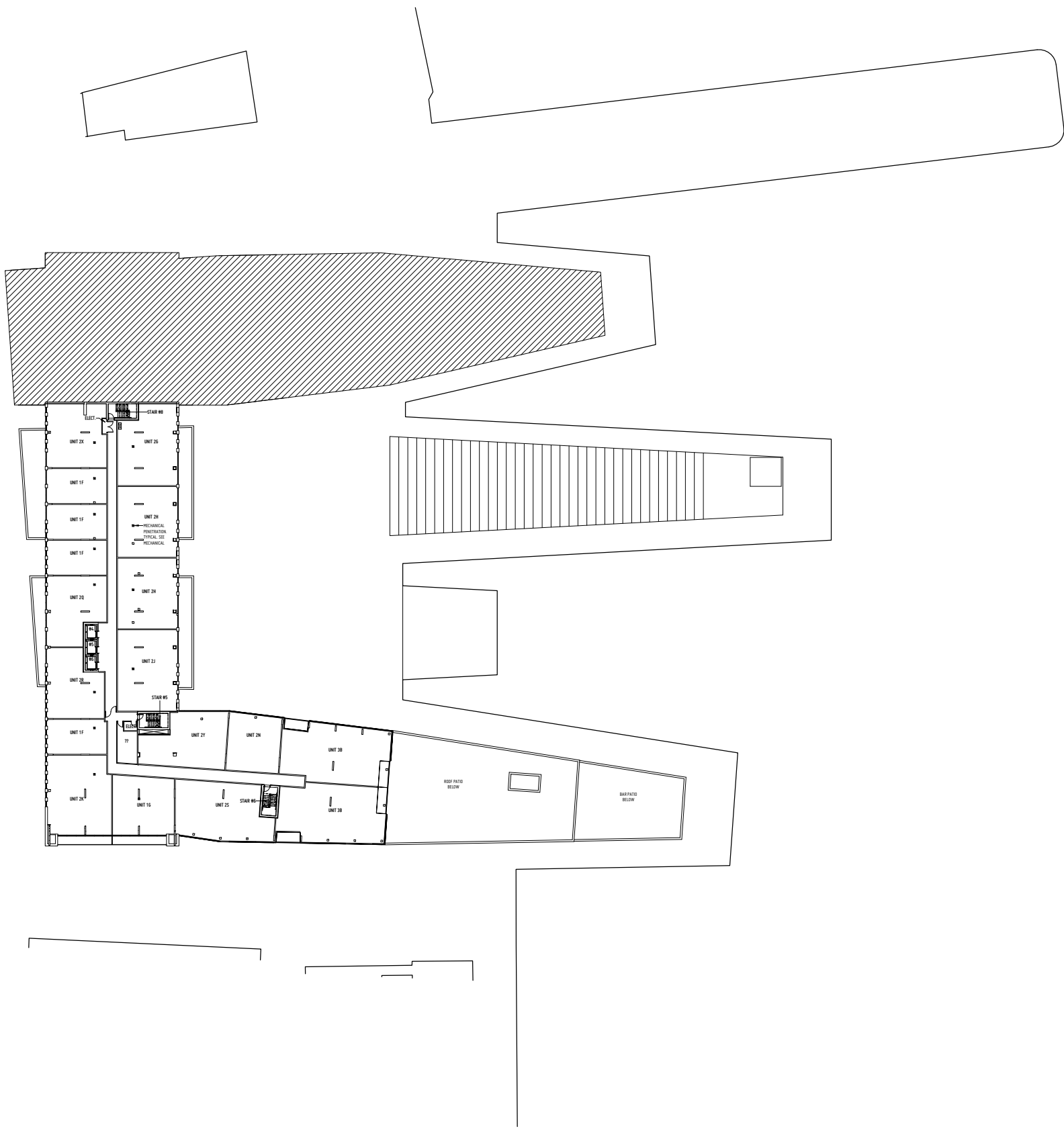
LEVEL 6 RESIDENTIAL UNITS				
UNIT NAME	UNIT TYPE	SQ. FOOTAGE	# UNITS	NOTES
UNIT 1A	1 BEDROOM	857 SF	1	INCL. 58 SQ. FT. BALCONY
UNIT 1B	1 BEDROOM	857 SF	1	INCL. 58 SQ. FT. BALCONY
UNIT 1C	1 BEDROOM	861 SF	1	NO BALCONY
UNIT 1D	1 BEDROOM	861 SF	1	INCL. 58 SQ. FT. BALCONY
UNIT 1E	1 BEDROOM	875 SF	1	NO BALCONY
UNIT 1F	1 BEDROOM	875 SF	1	NO BALCONY
UNIT 1G	1 BEDROOM	1,270 SF	1	INCL. 185 SQ. FT. BALCONY
UNIT 1H	2 BEDROOM	1,135 SF	1	INCL. 18 SQ. FT. BALCONY
UNIT 1I	2 BEDROOM	1,485 SF	1	NO BALCONY
UNIT 2A	2 BEDROOM	1,137 SF	1	NO BALCONY
UNIT 2B	2 BR + DEN	2,571 SF	2	NO BALCONY
UNIT 2C	2 BR + DEN	1,485 SF	1	NO BALCONY
UNIT 2D	2 BR + DEN	1,189 SF	1	INCL. 185 SQ. FT. BALCONY
UNIT 2E	2 BR + DEN	1,137 SF	1	NO BALCONY
UNIT 2F	2 BEDROOM	1,185 SF	1	NO BALCONY
UNIT 2G	2 BEDROOM	861 SF	1	NO BALCONY
UNIT 2H	2 BEDROOM	860 SF	1	NO BALCONY
UNIT 2I	2 BEDROOM	1,750 SF	1	INCL. 75 SQ. FT. BALCONY
TOTALS		27,860 SF	19	

FIRE SEPARATION LEGEND
***** FIRE SEPARATION WITHOUT A RATING
***** 1 HOUR FIRE SEPARATION
***** 1 1/2 HOUR FIRE SEPARATION
***** 2 HOUR FIRE SEPARATION

1 FLOOR PLAN - OFFICE LEVEL 5 & RESIDENTIAL LEVEL 6
3008 SCALE: 1" = 20'-0"



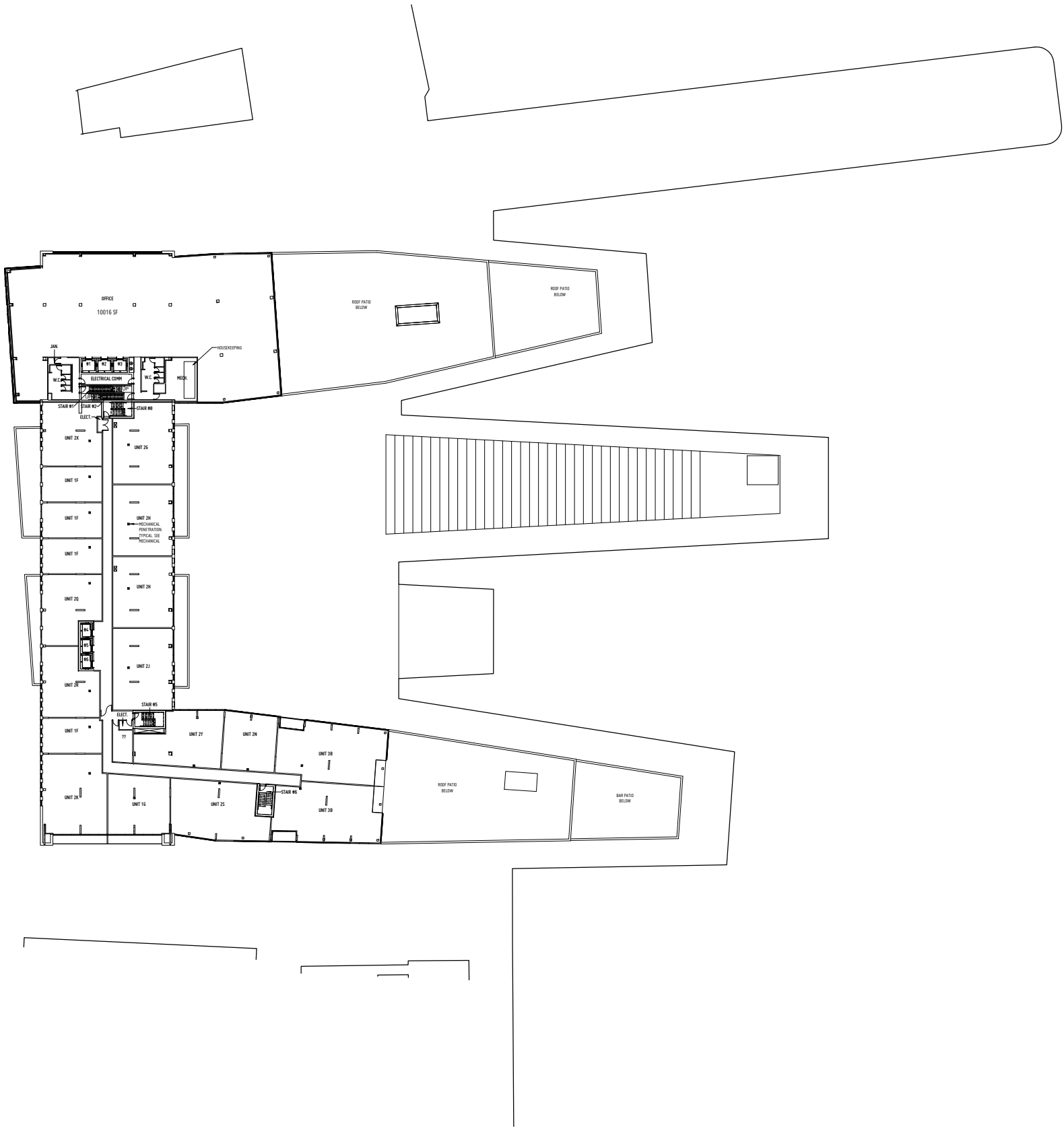
1 FLOOR PLAN - OFFICE LEVEL 6 & RESIDENTIAL LEVEL 7
3009 SCALE: 1" = 20'-0"



LEVEL 8 RESIDENTIAL UNITS				
UNIT NAME	UNIT TYPE	SQ. FOOTAGE	# UNITS	NOTES
UNIT 1F	1 BEDROOM	2561 SF	4	NO BALCONY
UNIT 1G	1 BEDROOM	1730 SF	1	INCL. 100 SQ. FT. BALCONY
UNIT 2G	2 BEDROOM	1737 SF	1	NO BALCONY
UNIT 2H	2 BR - DEN	2575 SF	2	NO BALCONY
UNIT 2J	2 BR - DEN	1483 SF	1	NO BALCONY
UNIT 2K	2 BR - DEN	1708 SF	1	INCL. 100 SQ. FT. BALCONY
UNIT 2N	2 BEDROOM	940 SF	1	NO BALCONY
UNIT 2S	2 BEDROOM	1113 SF	1	NO BALCONY
UNIT 2B	2 BEDROOM	1879 SF	1	NO BALCONY
UNIT 2C	2 BR - DEN	1629 SF	1	NO BALCONY
UNIT 2A	2 BEDROOM	1126 SF	1	NO BALCONY
UNIT 2Y	2 BEDROOM	1288 SF	1	NO BALCONY
UNIT 3B	3 BEDROOM	2666 SF	2	INCL. 75 SQ. FT. BALCONY
TOTALS		22878 SF	19	

FIRE SEPARATION LEGEND
***** FIRE SEPARATION WITHOUT A RATING
***** 1 HOUR FIRE SEPARATION
***** 1 1/2 HOUR FIRE SEPARATION
***** 2 HOUR FIRE SEPARATION

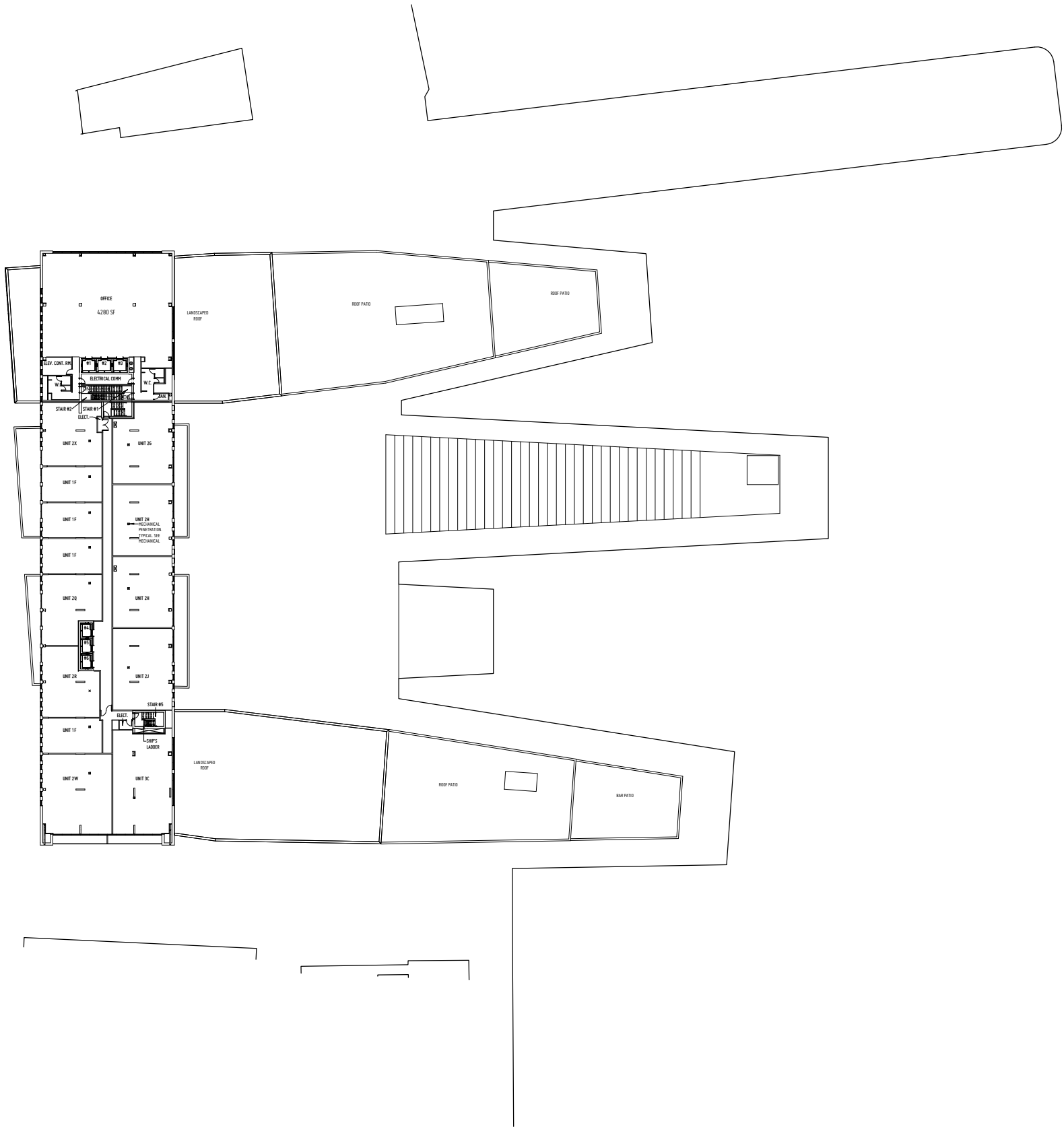
1 FLOOR PLAN - OFFICE (NA) & RESIDENTIAL LEVEL 8
3010 SCALE: 1" = 20'-0"



LEVEL 9 RESIDENTIAL UNITS				
UNIT NAME	UNIT TYPE	SQ. FOOTAGE	# UNITS	NOTES
UNIT 17	1 BEDROOM	1201 SF	1	NO BALCONY
UNIT 16	1 BEDROOM	1270 SF	1	INCL. 100 SQ. FT. BALCONY
UNIT 26	2 BEDROOM	1377 SF	1	NO BALCONY
UNIT 20	2 BRK + DEN	2525 SF	2	NO BALCONY
UNIT 27	2 BRK + DEN	1489 SF	1	NO BALCONY
UNIT 24	2 BRK + DEN	1700 SF	1	INCL. 100 SQ. FT. BALCONY
UNIT 24	2 BEDROOM	944 SF	1	NO BALCONY
UNIT 26	2 BEDROOM	1113 SF	1	NO BALCONY
UNIT 26	2 BEDROOM	1079 SF	1	NO BALCONY
UNIT 25	2 BRK + DEN	1628 SF	1	NO BALCONY
UNIT 24	2 BEDROOM	1726 SF	1	NO BALCONY
UNIT 27	2 BEDROOM	1300 SF	1	NO BALCONY
UNIT 28	2 BEDROOM	2854 SF	2	INCL. 75-80 SQ. FT. BALCONY
TOTALS		22002 SF	18	

FIRE SEPARATION LEGEND
■■■■■■■■■■ FIRE SEPARATION WITHOUT A RATING
◆◆◆◆◆◆◆◆ 1 HOUR FIRE SEPARATION
■■■■■■■■■■ 1/2 HOUR FIRE SEPARATION
■■■■■■■■■■ 3 HOUR FIRE SEPARATION

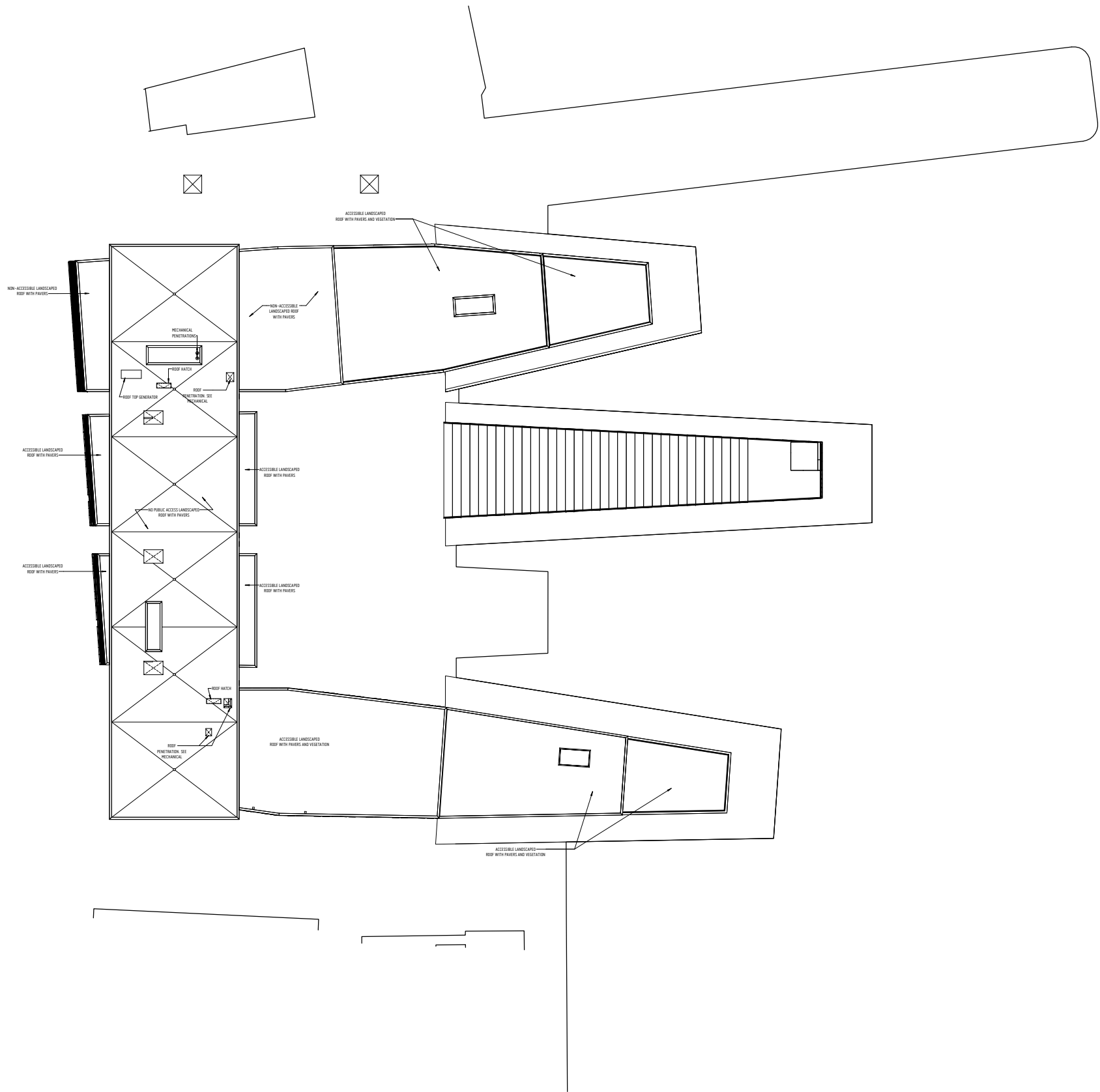
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3011 SCALE: 1" = 20'-0"



1 FLOOR PLAN - OFFICE LEVEL8 & RESIDENTIAL LEVEL 10
3012 SCALE: 1" = 20'-0"

LEVEL 10 RESIDENTIAL UNITS				
UNIT NAME	UNIT TYPE	SQ. FOOTAGE	# UNITS	NOTES
UNIT 1F	1 BEDROOM	2561 SF	4	NO BALCONY
UNIT 2F	2 BEDROOM	1377 SF	1	NO BALCONY
UNIT 2H	2 BR + DEN	2275 SF	2	NO BALCONY
UNIT 2J	2 BR + DEN	1485 SF	1	NO BALCONY
UNIT 2K	2 BEDROOM	1115 SF	1	NO BALCONY
UNIT 2M	2 BEDROOM	1070 SF	1	NO BALCONY
UNIT 2W	3 BEDROOM	1882 SF	1	INCL. 885 SQ. FT. BALCONY
UNIT 2X	3 BEDROOM	1124 SF	1	NO BALCONY
UNIT 2C	2 BEDROOM	2005 SF	1	INCL. 885 SQ. FT. BALCONY
TOTALS		15179 SF	13	

FIRE SEPARATION LEGEND
===== FIRE SEPARATION WITHOUT A RATING
***** 1 HOUR FIRE SEPARATION
***** 1.5 HOUR FIRE SEPARATION
***** 2 HOUR FIRE SEPARATION



1 ROOF PLAN
3013 SCALE: 1" = 20'-0"

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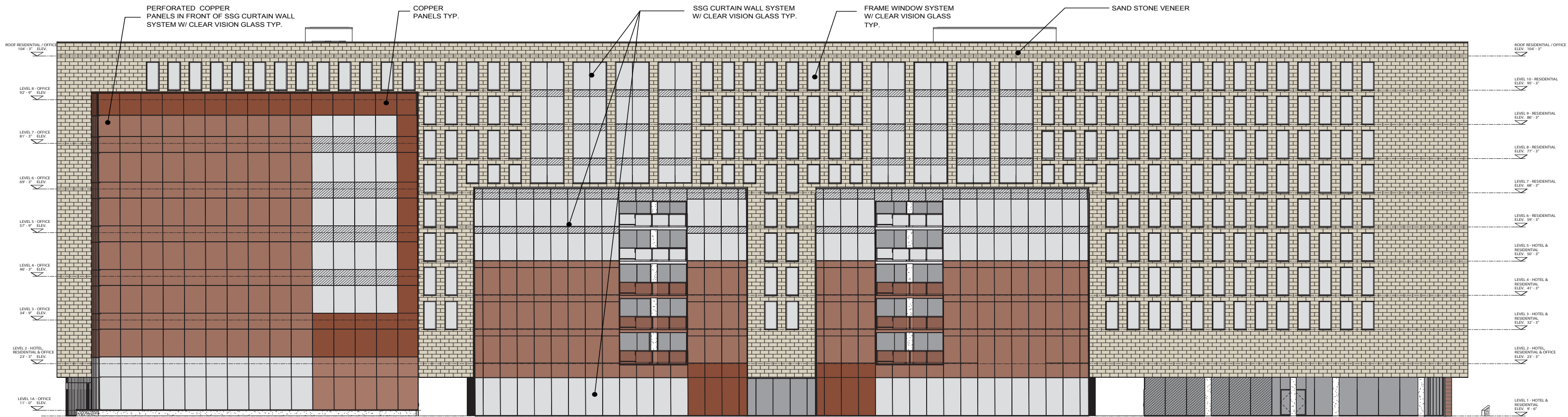
QUEEN'S MARQUE
HALIFAX NOVA SCOTIA

REV: 2012-101 DATE: 14 JUL 2016
DRAWN BY: MWD
CHECKED BY: GAC
PROJECT: QUEEN'S MARQUE
CONSTRUCTION: LIMITED

ROOF PLAN

3013

SCALE: 1" = 20'-0"



A

BUILDING ELEVATION - WEST

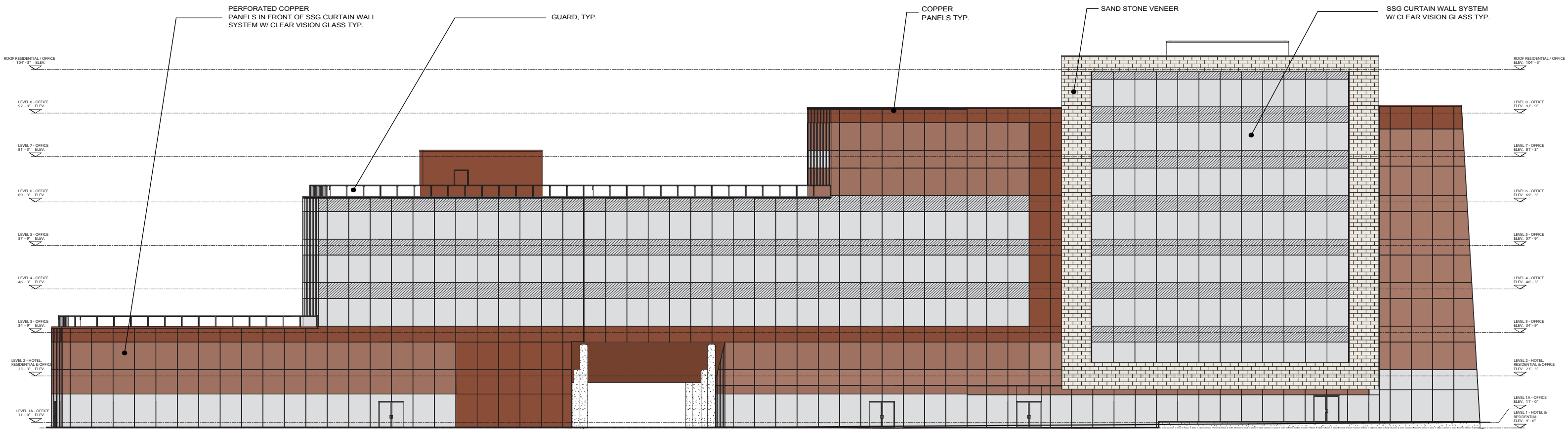
Attachment A - Site Plan Approval Elevations

QUEEN'S MARQUE
Halifax, Nova Scotia

2016.11.18



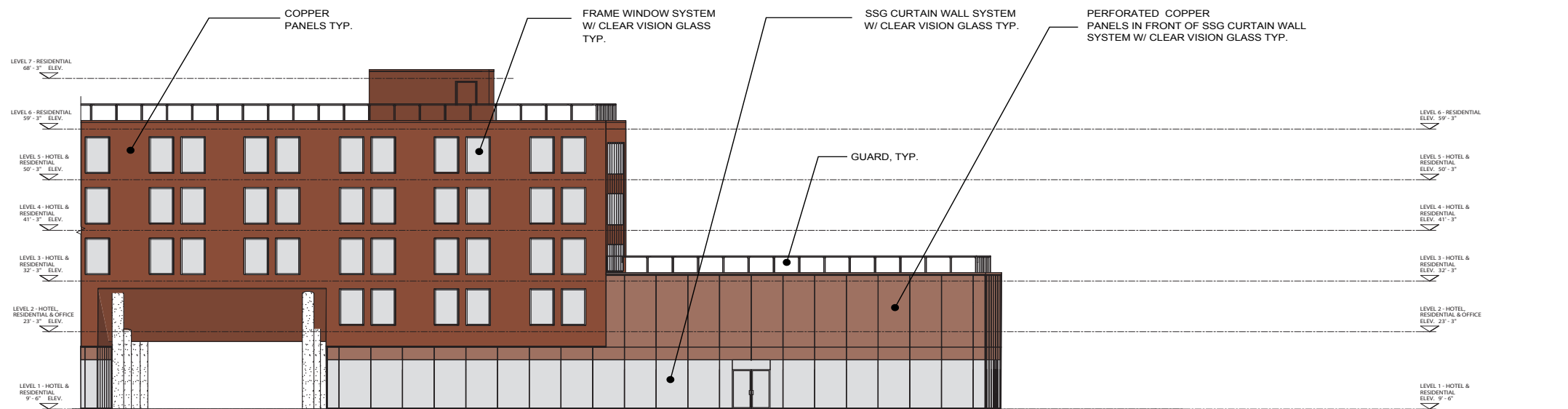
ARMOUR GROUP



B

BUILDING ELEVATION - OFFICE - NORTH





C.1

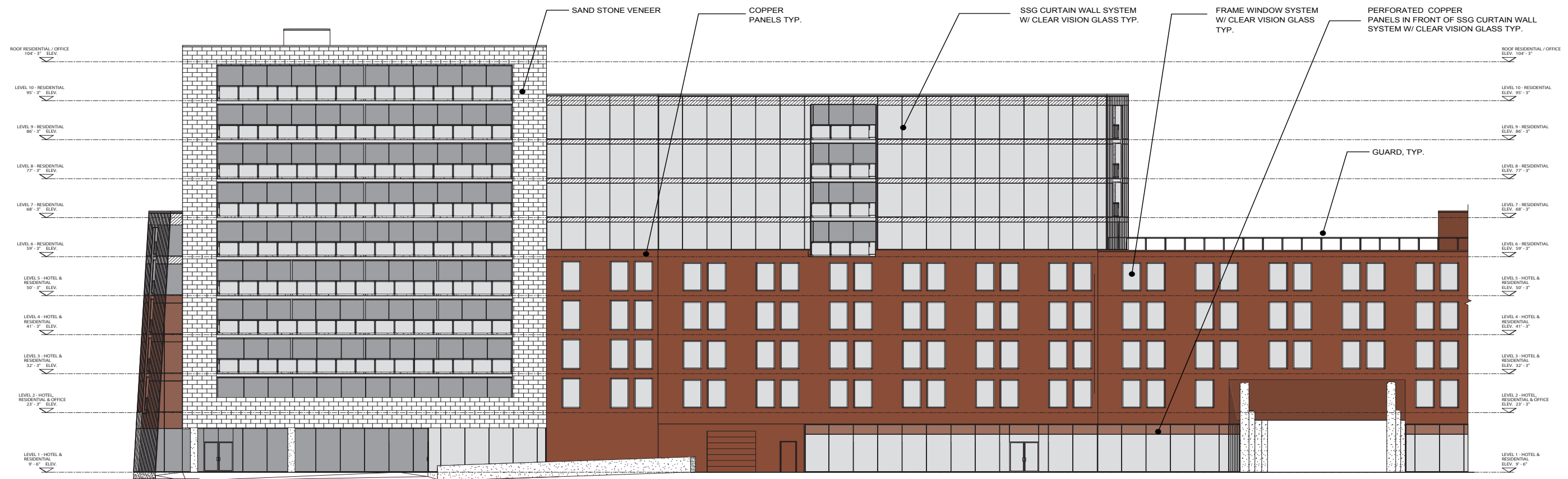
PARTIAL BUILDING ELEVATION -
SOUTH (EAST HALF)

Attachment A - Site Plan Approval Elevations

QUEEN'S MARQUE
Halifax, Nova Scotia

2016.11.18





C.2

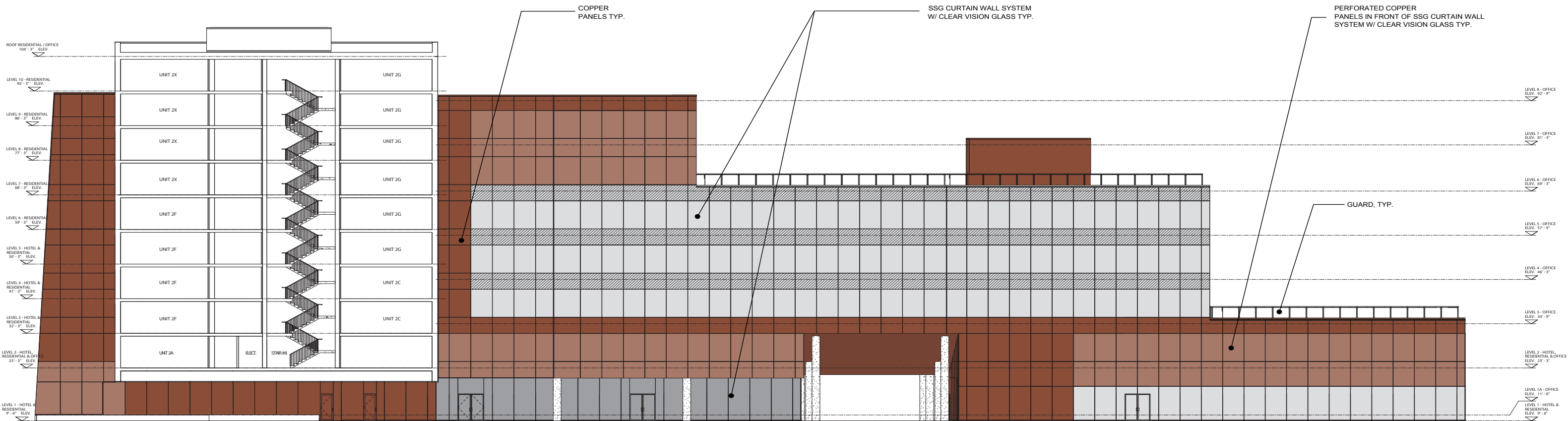
PARTIAL BUILDING ELEVATION -
SOUTH (WEST HALF)

Attachment A - Site Plan Approval Elevations

QUEEN'S MARQUE
Halifax, Nova Scotia

2016.11.18





D

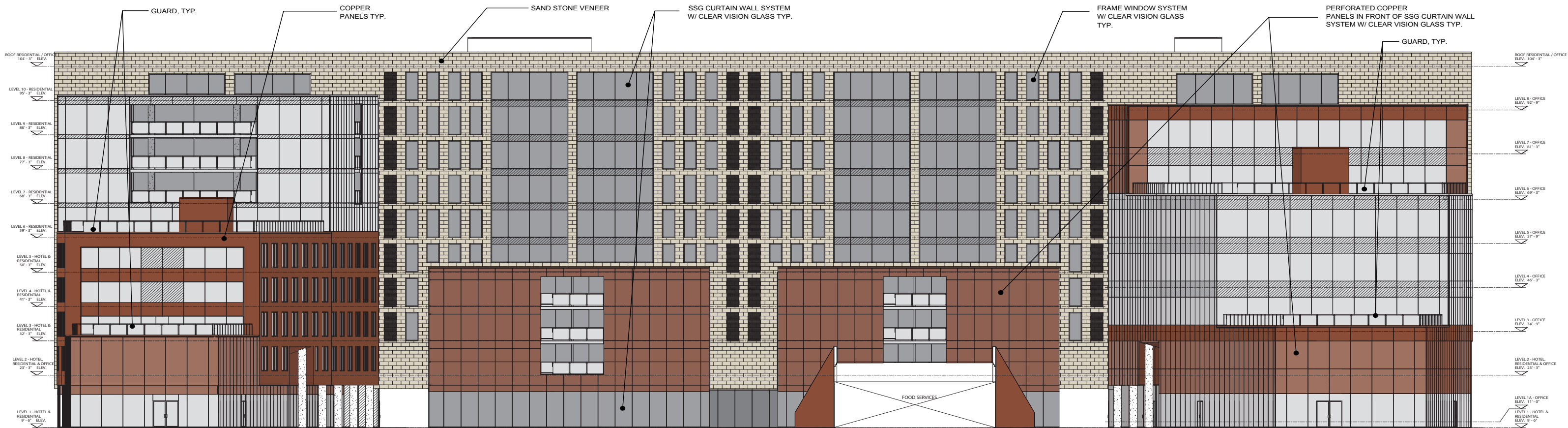
BUILDING ELEVATION -
OFFICE PLAZA SIDE - SOUTH

Attachment A - Site Plan Approval Elevations

QUEEN'S MARQUE
Halifax, Nova Scotia

2016.11.18

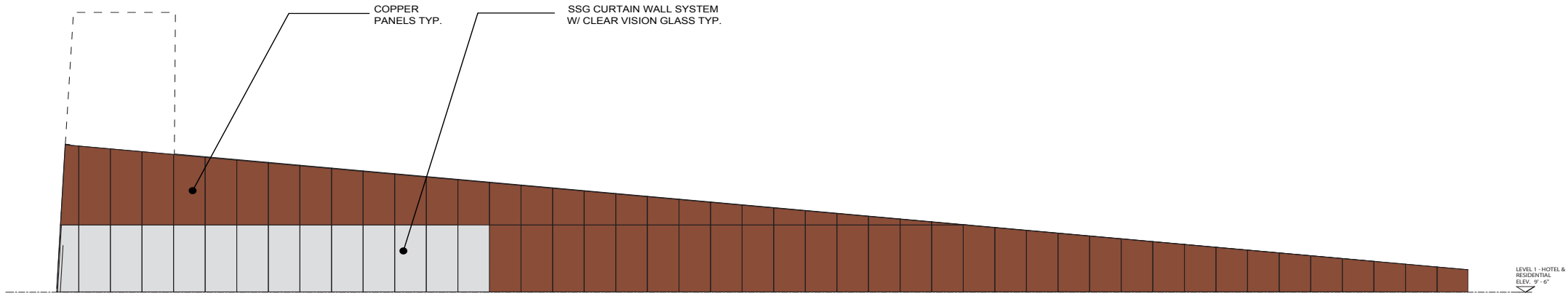




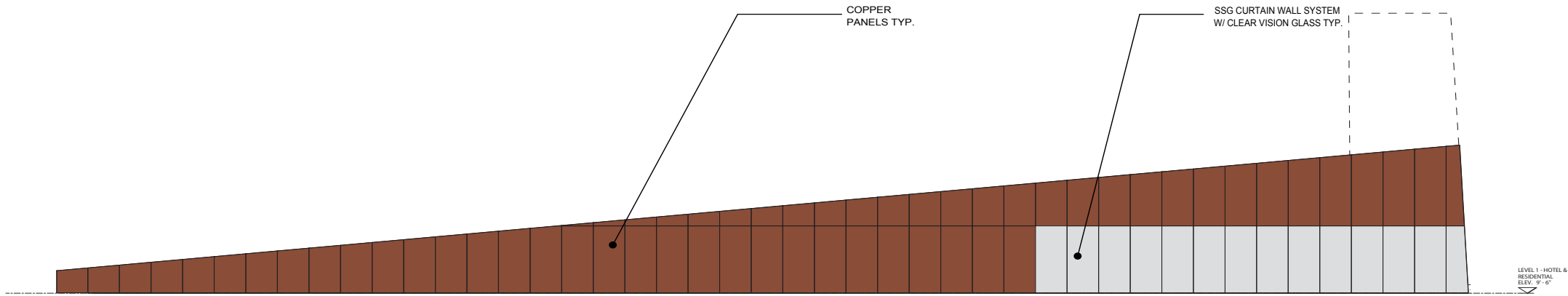
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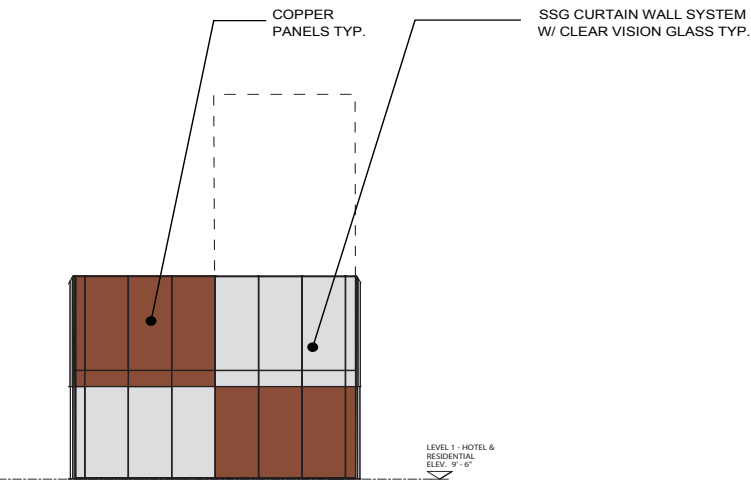
BUILDING ELEVATION - EAST



3/ BUILDING ELEVATION - WHARF - NORTH



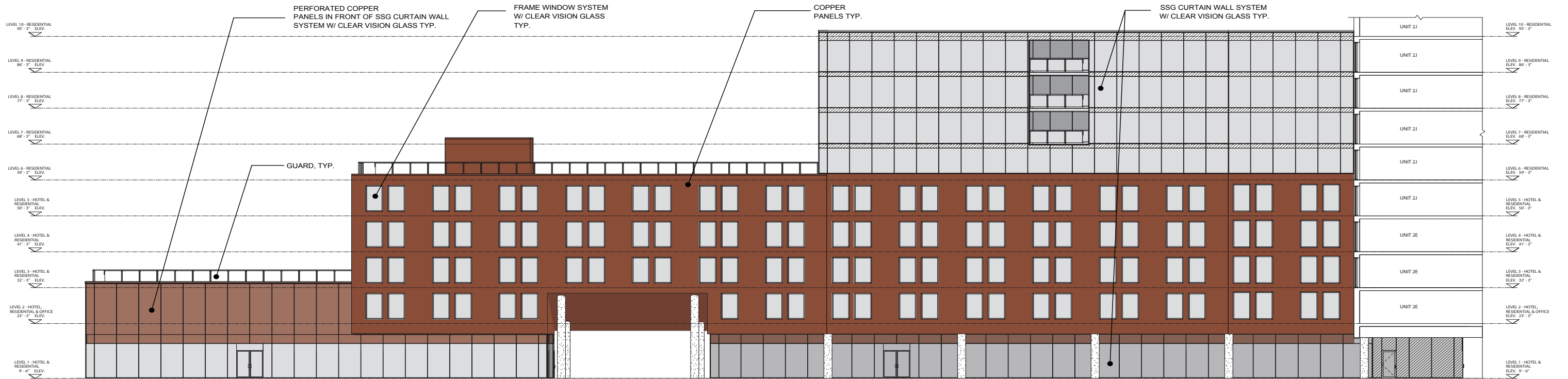
2/ BUILDING ELEVATION - WHARF - SOUTH



1/ BUILDING ELEVATION - WHARF - EAST

F





G

BUILDING ELEVATION - HOTEL/RESIDENTIAL PLAZA SIDE - NORTH

Attachment A - Site Plan Approval Elevations

QUEEN'S MARQUE
Halifax, Nova Scotia

2016.11.18



ARMOUR GROUP

ATTACHMENT B:
Statement of Design Rationale

- Applicant's Design Rationale Report
- Applicant's Rationale For Requested Variances (Chapter 4)



QUEEN'S MARQUE

DOWNTOWN HALIFAX SITE PLAN APPROVAL:
DESIGN RATIONALE

CONTE



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- 1.2. Waterfront Development Corporation Limited
- 1.3. MacKay-Lyons Sweetapple Architects
- 1.4. Fowler Bauld & Mitchell
- 1.5. Design Team

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- 2.2. Site Location and History
- 2.3. Development Proposal
 - 2.3.1. Program
 - 2.3.2. Materials and Form

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APPENDICES

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- Appendix B: Design Manual Compliance Summary





1 PROJECT TEAM

1.1 THE ARMOUR GROUP LIMITED

"The Company has focused on quality developments that create a 'sense of place' and thus allows for a long term view of economically sustainable buildings of enduring value within the community."

- ARMOUR BEN MCCREA, FOUNDER OF THE ARMOUR GROUP LIMITED

The Armour Group Limited is a multi-dimensional investment firm. Our practice encompasses a variety of businesses within Atlantic Canada, but primarily, we are defined by our leading position as an integrated real estate development and construction firm. Our multi-generational practice is dedicated to the principals of excellence and a commitment to success in our work.

We are whole-heartedly invested in continually improving the Atlantic region through our diversified offerings and quality developments. Our strong values extend to every facet of the business – from meticulous planning and quality construction, through to our dedicated team of experienced property management professionals. The Armour Group places 'people over plans' and approaches all of our activities with a view to creating long-term sustainable value with meaningful client relationships. Our passion and focus have been the catalyst for continued growth since our founding over 40 years ago.

1.2 WATERFRONT DEVELOPMENT CORPORATION LIMITED

Waterfront Development Corporation Limited (WDCL) is a provincial Crown corporation, carrying out a public mandate in a private sector environment. WDCL exists for the purpose of redeveloping and revitalizing the lands surrounding Halifax Harbour and any other lands designated by its shareholder, the Province of Nova Scotia. Through a collaborative approach, WDCL creates a new collection of animated and well-connected waterfront destinations that capture peoples' imaginations and distinguish Halifax among the world's greatest waterfronts.

1.3 MACKAY-LYONS SWEETAPPLE ARCHITECTS

Halifax-based MacKay-Lyons Sweetapple Architects (MLSA) works locally and internationally on cultural, academic and residential projects, providing full architectural and interior design services. In over 30 years of work, MLSA has built an international reputation for design excellence confirmed by over 100 awards, including six Governor General's Medals and two American Institute of Architects Honor Awards. In addition, the firm's work has been featured internationally in over 300 publications and 100 exhibitions.

1.4 FOWLER BAULD & MITCHELL

Fowler Bauld & Mitchell Ltd. (FBM) is a well-established and widely respected local architectural firm which has been in continuous practice since 1917. FBM offers its clients specialized backgrounds in design, space planning, building restoration, building science, construction technology and project management and has been responsible for the design of many public, institutional and private sector commissions.

1.5 DESIGN TEAM

Design Architect:	MacKay-Lyons Sweetapple Architects
Project Architect:	Fowler Bauld & Mitchell
Mechanical and Electrical:	M&R Engineering
Structural and Marine Engineering:	Campbell Comeau Engineering
Civil Engineering:	Stantec
Survey:	Servant, Dunbrack, McKenzie & MacDonald
Landscape:	Ekistics Plan+Design



2 PROPOSAL

2.1 QUEEN'S MARQUE

Queen's Marque is a place that could not exist elsewhere. It is not simply a development; it is an idea for those of us marked and shaped by having lived and thrived in Nova Scotia. We are a culture of defiance, not defeat.

Queen's Marque is an expression of who we are as Nova Scotians, honouring our past while looking to the future. This place embodies the unique style, energy and confidence of Nova Scotia. We are building a district for our community and those who share this quiet confidence in our prosperity, natural beauty and resilience. Queen's Marque reflects this confidence.

Living by the sea has marked us with a deep resilience. We have been shaped by the need to be resourceful, adapting to times of both prosperity and hardship. It's this resilience that gives us a distinct yet subtle character. Queen's Marque is an idea that Halifax can be a balance between tradition and modernity. That the strong roots here are growing into something beautiful for our community to enjoy and visitors to marvel.



2.2 SITE LOCATION AND HISTORY

The Queen's Marque development site is located at the edge of Halifax Harbour, bounded by Prince, Lower Water and George Streets. It also borders the terminus of the George Street axis, the central spine of Halifax that links together the Citadel, the Town Clock, Grand Parade and Province House with the Harbour. Known as "Queen's Landing", the site has a rich military, marine and mercantile history and has been at the heart of Halifax since its founding in 1749.

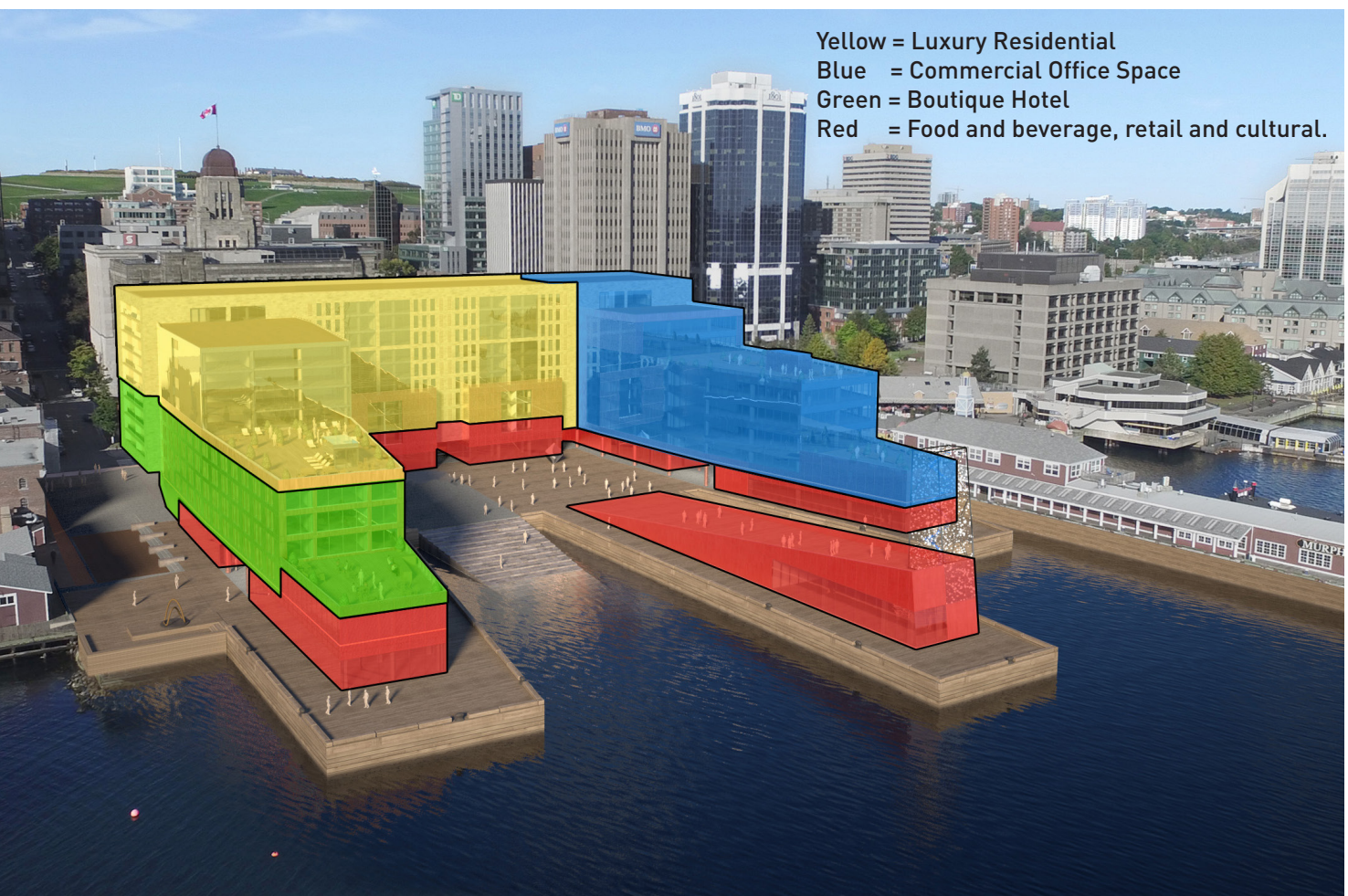
This highly prominent site is surrounded by important landmarks and institutions that make up the civic heart of Halifax, including: The Art Gallery of Nova Scotia, the law courts, the ferry terminal, Maritime Museum of the Atlantic, The Dominion Building, Historic Properties, NSCAD, major financial institutions and the bustling Waterfront Boardwalk. The site is currently occupied by a surface parking lot, but due to its prominent location, Queen's Marque is positioned to make a major contribution to a renewed urban fabric in downtown Halifax by incorporating high-quality architecture and urban design that supports the revival of the City's waterfront as a vital public gathering place.

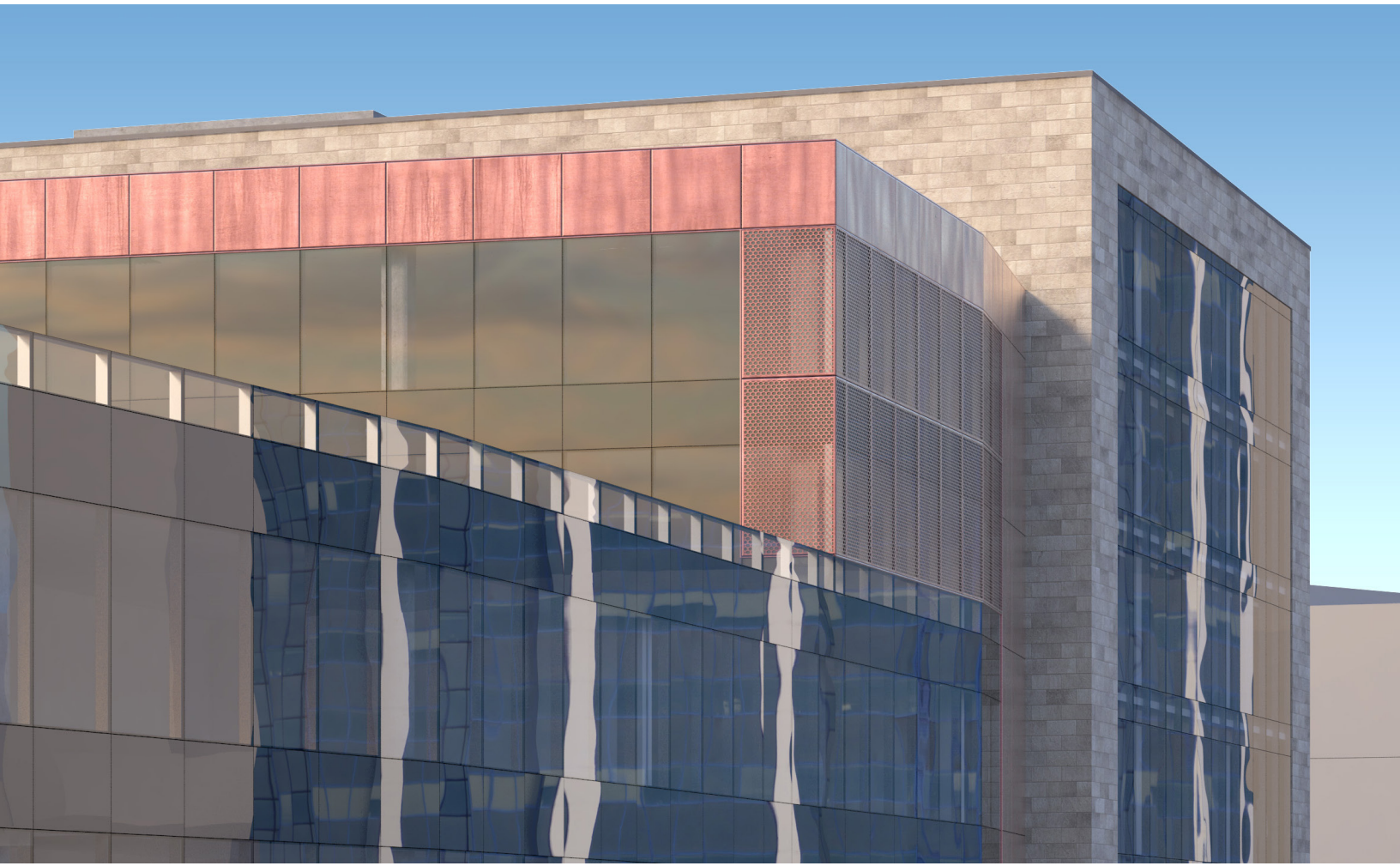


2.3 DEVELOPMENT PROPOSAL

2.3.1 PROGRAM

Queen's Marquee consists of approximately: 10,684 square metres (115,000 square feet) of Class A office space; 130 luxury rental residences; 110 boutique hotel rooms; and 3,716 square metres (40,000 square feet) of ground level retail and restaurant space, on top of the expansive additions to the public realm. The total developable area, excluding water lots, is approximately 3.36 acres (146,240 square feet). However, only 1.61 acres (70,263 square feet) is designated for building footprint. Queen's Marquee is unique in that the building is permeable and interactive at the ground level; an experience provided by a number of pedestrian "gates" that pass beneath and between the building to give access to the internal public plaza, the publically accessible rooftop on top of the standalone pier-building ("Rise Again"), and the Waterfront. As a result, approximately 2.24 acres (97,448 square feet), or 66% of the total developable area, is dedicated to new public open space, which includes a new boardwalk, three new public plazas, and the "Rise Again" rooftop, which will be fully accessible to the public where they may enjoy views up and down the Harbour and experience the best solar exposure available on the site.





2.3.3 MATERIALS AND FORM

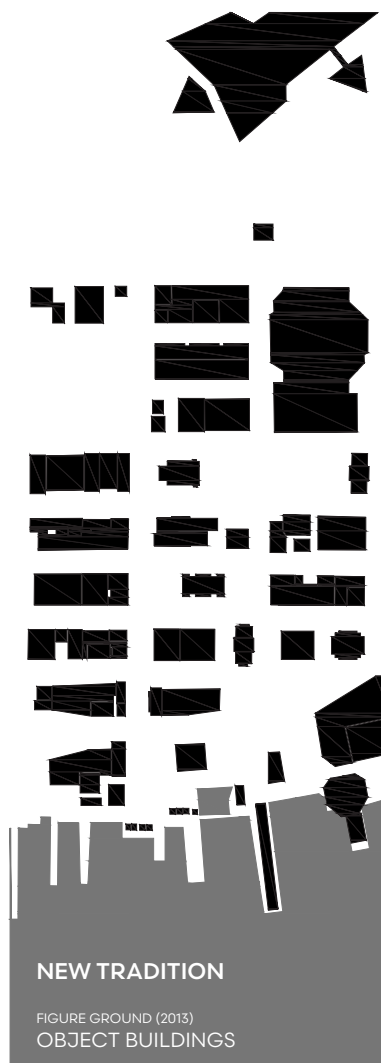
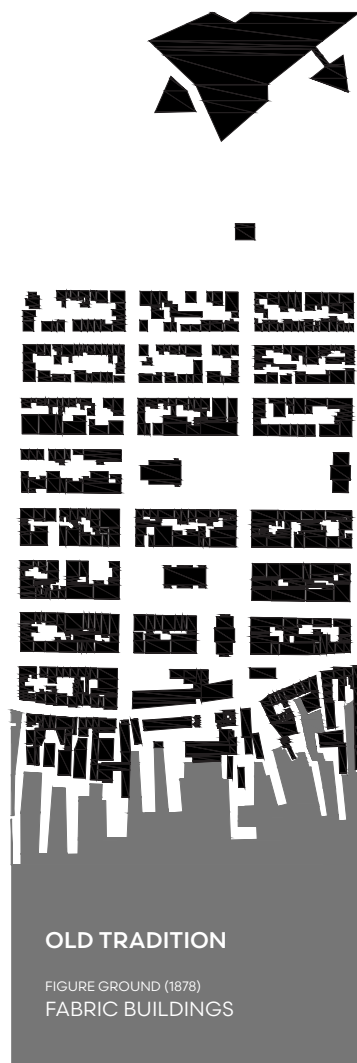
The building materials and form correspond to the surrounding institutional and historical Waterfront district. A 106.7 metre (350 feet) long “floating” sandstone bar, which sits atop a series of copper-clad “chocks” (heavy metal castings, as on the bow or stern of a ship), references major civic institutions such as City Hall, Province House and the Dominion Building across Lower Water Street. Extending from the “chocks” – which protrude into the Lower Water Street streetwall – two “ship-like” pier-buildings are docked perpendicular to the Halifax Harbour, both of which are emblematic of Atlantic Canada’s maritime history and enduring marine industry. At ground-level, a series of pedestrian “gates” run beneath the sandstone bar and copper buildings, connecting the City to the Waterfront.

The internal public plaza is designed from the ocean up and then down again. A reimagined Queen’s Landing incorporates granite steps extending from and into the Harbour, physically connecting people to the Atlantic Ocean. And, adjacent to this slipway decent, “Rise Again”, a standalone pier-building, ascends into the sky as if breaching a wave. At the end of this building, an iconic and interactive art piece will be commissioned that will reflect our enduring and resilient maritime culture.

3 DESIGN RATIONALE

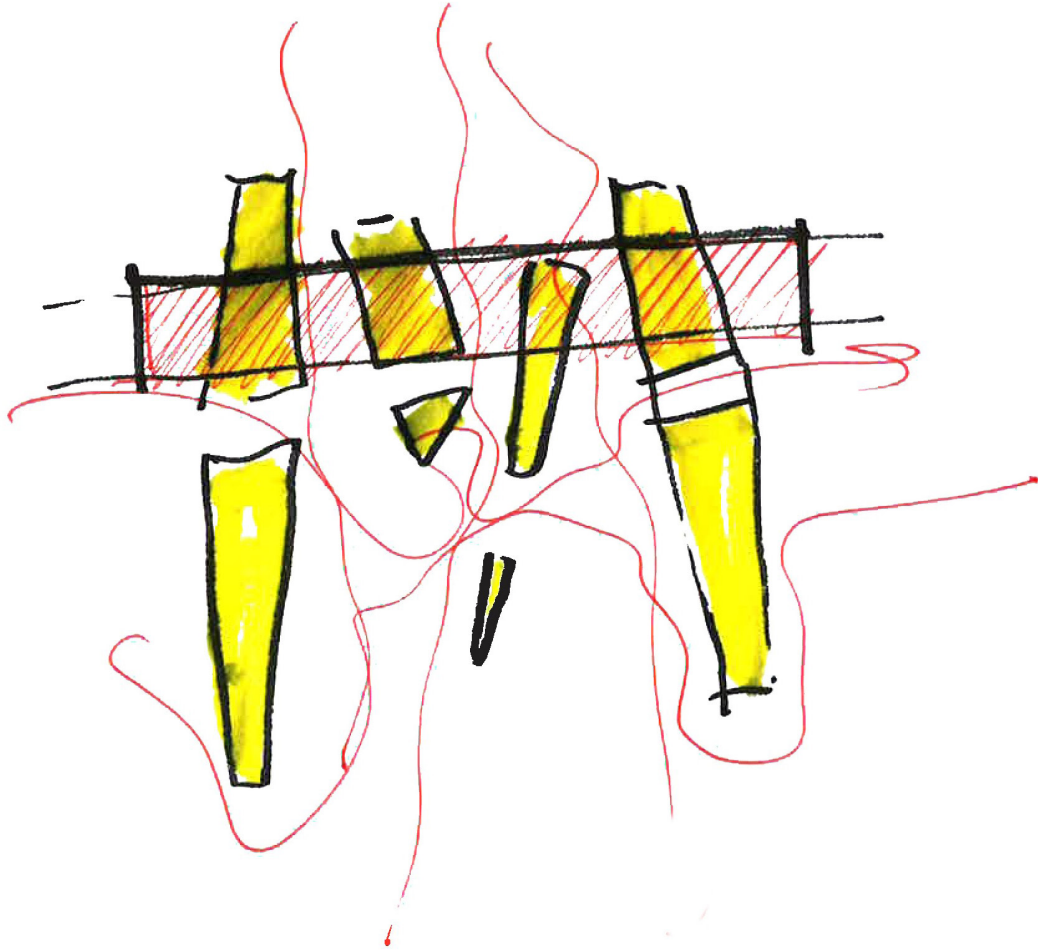
3.1 FUNDAMENTALS

The proposed design was developed from three interconnected urban design fundamentals, each of which are supported by the Downtown Halifax Planning Documents: **1)** repair and reintroduce the fine-grained, historic fabric of the waterfront; **2)** provide the maximum amount of visual and physical porosity through the project; and, **3)** use built-form to enclose, define and enhance major public open spaces. The immediate sub-sections describe these design fundamentals, which is then followed by a complete review of the applicable Downtown Halifax Planning Documents.



3.1.1 FABRIC VS. OBJECT

The historic fabric of downtown Halifax and the waterfront in particular was characterized by a fine-grained settlement pattern that provided for a dense, vibrant district and a human scaled network of streets and public spaces. Though it is disappearing at an alarming rate, this historic fabric is still evident today in places like Historic Properties and the Granville Mall. Rejecting the trend of isolated object buildings surrounded by parking lots, Queen's Marque will reintroduce the fine grained urban fabric of the Halifax Waterfront.



3.1.2 POROSITY

Porosity is directly related to the importance of fine-grained urban fabric. By providing a variety of ways to move or see through the site the pedestrian experience remains interesting, active and safe. It provides opportunities for people to move quickly through the site, or to slowly meander according to their needs. A series of pedestrian passages, or "gates", are channelled beneath the stone bar and between the pier-buildings connecting the City to the Waterfront.



3.1.3 PUBLIC OPEN SPACE

Successful public spaces have clearly legible and defined edges, providing a sense of enclosure for the inhabitants and creating microclimates that protect from the elements. Due to the prominent location of Queen's Marque within the fabric of Downtown Halifax, robust public open spaces are equally as important as the built form of the proposed design. The design team views the relationship between the buildings and the public spaces as essential and reciprocal, each informing and responding to the other. The proposed design for Queen's Marque creates three new public plazas by clearly defining the edges of these spaces through built form. The south plaza, located in the eastern extension of Prince Street, has a clear sight line to the harbour and will focus on the history of the site. The large, central court will provide places for the public to gather, shop, dine and explore the water's edge. The new plaza at the foot of George Street, will convey a more formal civic character in keeping with its relationship to the other major civic spaces linked by the George street axis. In all three, the highest quality materials and lighting will be used. The design team also plans to reclaim pieces of the existing historic sea wall to be used as public seating elements. All three plazas will also incorporate public art.

3.2 DOWNTOWN HALIFAX SECONDARY MUNICIPAL PLANNING STRATEGY

The *Downtown Halifax Municipal Planning Strategy* (DHSMPs) recognizes that the Halifax Waterfront is “*uniquely characterized by an organic and diverse built form with many opportunities for intensification and redevelopment*” (DHSMPs, Section 3.4.9: ‘Waterfront Development’, pg. 25). This is just one of many visions, built-form objectives and land use policies found throughout the DHSMPs that supports the kind of development that is being proposed at Queen's Landing. Queen's Marque, as described in the following sub-sections, responds to the unique Precinct and Halifax Waterfront characteristics as prescribed in the DHSMPs: it provides the best new public open spaces in the Downtown Core; it introduces an architecturally significant building; and, it contributes a variety of new, interesting and animated land uses to a currently vacant and underutilized site.

3.2.1 VISION

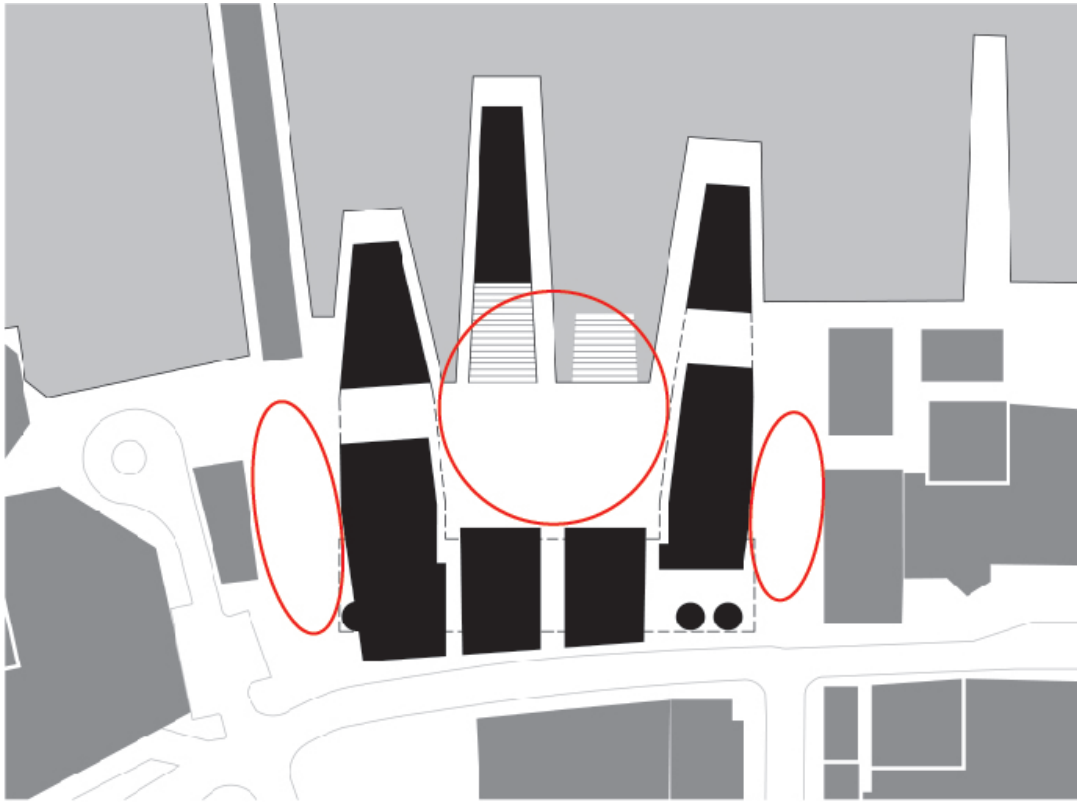
Precinct 4 - Lower Central Downtown

Queen's Marque is located in Precinct 4: Lower Central Downtown, which is envisioned as *"the primary regional hub for commerce, culture and tourism"* (DHSMPS, Section 2.3.4: 'Vision for Precinct 4', pg. 10). The DHSMPS also envisions Precinct 4 as having a series of distinct waterfront plazas and defining landmark developments on infill properties (DHSMPS, pg. 10). Queen's Marque will create three new public plazas in Downtown Halifax (infused with art, physical water connections, and high-quality landscape features), surrounded by a myriad of new commercial and cultural uses in a landmark development (including retail, restaurant, residential, hotel and office uses). Queen's Marque will undoubtedly satisfy the vision for Halifax's historic Downtown and Waterfront.



Open Spaces, Views and Prominent Visual Terminus Sites

Providing publically accessible open spaces is a fundamental design consideration of Queen's Marque, and is a similar DHSMPS objective. The DHSMPS echoes the necessity of providing "high-quality public plazas, forecourts, courtyards and promenades (that) complement and visually connect every precinct..." (DHSMPS, Section 2.0, 'Overall Vision for Downtown Halifax', pg. 5). Queen's Marque will enhance the Harbourwalk, add three public plazas (not just the two as prescribed and identified on Map 10 of the DHSMPS), and will maintain the prominent view corridors as identified on Maps 11 and 12 of the DHSMPS.



Street Network

The "Overall Vision for Downtown Halifax" promotes an improved streetscape experience through infill development by incorporating active street-level activities and a culture of walking (DHSMPS, Section 2.0, 'Overall Vision for Downtown Halifax', pg. 5). Although Lower Water Street is identified as a 'Vehicle Oriented' street designated for higher-order traffic flow (DHSMPS, Map 13a), Queen's Marque will nonetheless support active transportation and an enhanced streetscape experience. First, the building itself will create an active streetwall along Lower Water Street, complete with ground-floor retail uses, pedestrian connections to the Waterfront, and the hotel and residential entrances, all of which support an animated and permeable sidewalk experience. Second, the redevelopment will result in the reconstruction of the east side of Lower Water Street (between the terminus' of Prince and George Street) into a more pedestrian-friendly street. As part of the planned reconstruction, a new bike lane will be introduced in support of Map 13b of the DHSMPS; and, the 'Waterfront View Corridors', also identified on Map 13b, will be transformed into public plazas (refer to Maps 11 and 12, as outlined above) connecting people from the streetscape to the Waterfront.

3.2.2 BUILT-FORM

Waterfront Development

Queen's Marque is located on the Halifax Waterfront: an area where a *"higher degree of design discretion is required to respond to (the) unique development pattern"* (DHSMPS, Section 3.4.9, 'Waterfront Development', pg. 26). In fact, Policy 29 specifically supports a *"higher degree of discretion over the design and form of development"* for Waterfront lands (DHSMPS, Policy 29 (a), pg. 26). This is particularly important to consider when reviewing the application against the *Downtown Halifax Land Use By-Law* (LUB) regulations as they apply to Variance Requests (refer to **Section 4** of this application).

Building Height

The maximum pre and post-bonus heights for the development site are 26 and 34 metres, respectively. The proposed development is seeking a post-bonus height of 30.3 metres (99.5 feet). Queen's Marque is supportive of Policy 18, which allows HRM to consider a *"variety of public benefits when assessing site plan approval applications seeking a height bonus in exchange for the provision of public benefit"* (DHSMPS, Policy 18: 'Bonus Zoning', pg. 22). The details of the proposed public benefits are outlined in **Section 3.3.5** of this application, which speak in detail about the provision of publically accessible amenity space and the provision of public art, among other public benefits.

Scale

With regards to building scale more generally, the overall massing and height of Queen's Marque meets the mid-rise built-form vision for Precinct 4: *"developments along the waterfront will step down in height to ensure a low-rise frontage along the Halifax Harbourwalk"* (DHSMPS, Section 2.3.4: 'Vision for Precinct 4', pg. 10): Queen's Marque precisely accomplishes this vision as outlined under **Section 3.4** of this application.



3.2.3 LAND USE

A Vibrant Downtown

One of the DHSMP's 'Guiding Principles' is to *"create a vibrant downtown by developing policies and procedures that encourage an urban environment with a broad mix of land uses, the required infrastructure and the necessary critical mass to support a creative and exciting economic, cultural and social community"* (DHSMP, Section 2.1(f), 'Guiding Principles', pg. 6). Queen's Marque will host office, residential and hotel uses, coupled with largely continuous ground-floor retail and restaurant uses along all sides of the building. Queen's Marque will be the defining Waterfront development that will invite people from all over the region and world to share, experience and celebrate.

Heritage Resources

Queen's Marque is not located within an existing or potential Heritage District, nor are there any known Heritage Resources located within the development site. The Robertson Building (Maritime Museum of the Atlantic), a Registered Municipal Heritage Property, is located to the south of the development site; and, the Nova Scotia Crystal Building, a "Potential Heritage Building" according to Map 6 of the DHSMP, is located immediately to the north. Although neither historically referenced building will be directly abutting the Queen's Marque building itself – as both buildings will be separated by the public plazas along the Prince Street and George Street View Corridors – Queen's Marque will nonetheless abide by the "Heritage Guidelines for Abutting Developments" contained within *Schedule S-1: Design Manual* (DM), as is outlined under **Section 3.4.8** of this application.

Vacant Sites

Queen's Marque will replace two existing surface parking lots, both identified as 'Vacant Sites' according to Map 8 of the DHSMP. The Vision for Precinct 4 states that *"Defining landmark developments and improvements will include the infill of major vacant sites...along the waterfront"* (DHSMP, Section 2.3.4: 'Vision for Precinct 4', pg. 10). The addition of Queen's Marque will immediately satisfy this vision. Furthermore, Policy 45 encourages economic competitiveness and investment in Downtown Halifax through the *"redevelopment of vacant and underutilized lands in downtown Halifax"* (DHSMP, Policy 45, 'Economic Competitiveness', pg. 36). The redevelopment of Queen's Landing will create a year-round space used by permanent residents, office employees, and visitors alike.



3.3 DOWNTOWN HALIFAX LAND USE BY-LAW

The *Downtown Halifax Land Use By-Law* (LUB) establishes the quantitative parameters indicating how much development is possible (i.e. maximum building heights, setbacks, stepbacks, lot coverage, etc.), within reasonable application, where modifications may be permitted through the Downtown Halifax Site Plan Approval Process.

According to the LUB, the development site is located in ‘Schedule W: Waterfront Development Overlay’ (Map 1) and is within ‘Precinct 4: Lower Central Downtown’ (Map 2). It is not located on a Pedestrian Oriented Commercial Street (Map 3). A pre-bonus height of 26 metres and a Max Post-Bonus height of 34 metres apply to this site (Map 4 and Map 5), which is also located under View Planes 4 and 5. In this location, streetwall setbacks vary from 0-4 metres (Map 6) and the streetwall height is set at 18.5 metres (Map 7). The site is not within the Central Blocks (Map 8) and does not contain any Prominent Visual Terminus Sites (Map 9). The immediate subsections generally outline how the Queen’s Marque development was conceived in response to the prescriptive criteria contained within the LUB. A detailed “**LUB Compliance Summary**” is included in **Appendix A** of this application.

3.3.1 DOWNTOWN HALIFAX ZONE (LUB, PART 7)

Queen’s Marque is located in the Downtown Halifax Zone (DH-1), which permits a variety of land uses, including office, general retail and restaurant, residential, hotel, cultural, and marine-related uses, as well as public open spaces. Queen’s Marque is a complete development, containing each of the aforementioned permitted land uses.



3.3.2 BUILT FORM REQUIREMENTS (LUB, PART 8)

The built-form requirements establish the baseline lot and building design parameters before applying other prescriptive criteria contained within the LUB. The immediate subsections briefly summarize Queen's Marque's conformity to Part 8 of the LUB.

Lot Requirements

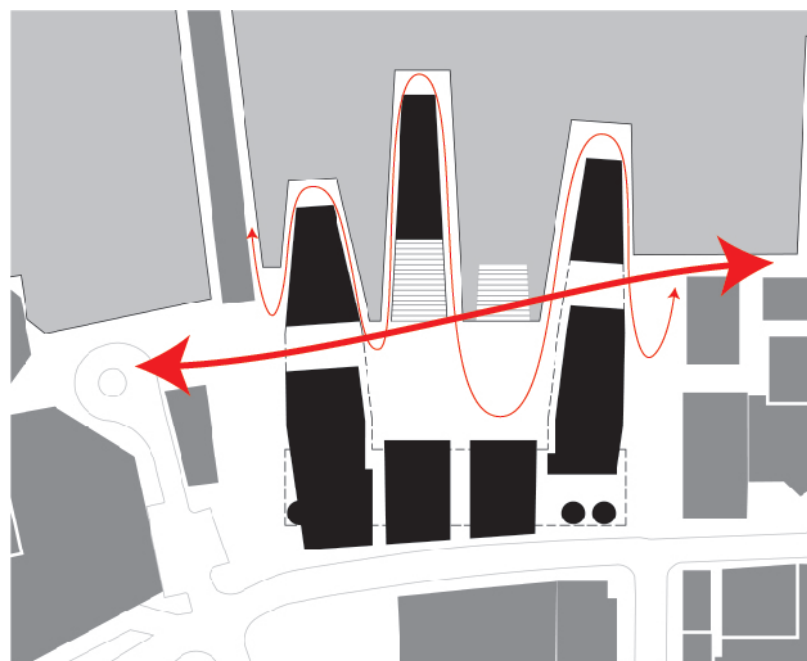
According to the LUB, every building shall have frontage on a street, and, only in 'Schedule W', may there be more than one building on a lot or a building constructed over multiple lots. There are ten existing lots associated with the Queen's Marque development site, four of which do not currently have frontage on a street.

Building Heights

The Maximum Pre and Post-Bonus Heights are 26 metres (85.30 feet) and 34 metres (111.55 feet), respectively. Queen's Marque is proposed at 32.9 metres (108 feet) which requires the provision of public benefit in order to obtain Post-Bonus Height approval. Please refer to **Section 3.3.5** of this application to review the post-bonus height rationale in accordance with Part 12 of the LUB.

Minimum First Storey Height from Grade

The first-storey height of a building fronting on a street or a Waterfront View Corridor is intended to be 4.5 metres (14.75 feet). The first-storey height for Queen's Marque is 4.2 meters (13.75 feet). A variance in accordance with LUB Section 8(13B) will be required in order to obtain Site Plan Approval. Please refer to **Section 4.1** and **Appendix A** of this application to review the **Variance Request**.





3.3.3 STREETWALLS (LUB, PART 9)

The LUB requires that streetwalls for mid-rise buildings should be setback no more than 4 metres from the front property line, extend the full width of the abutting streetline, and be stepped back a minimum of 3 metres after 18.5 meters in building height. Queen's Marque conforms to the streetwall setback provision; however, because the Waterfront demands a "*higher degree of design discretion*" (DHSMPs, Policy 29 [a]) – particularly as it relates to prominent landmark frontages, which, according to *Schedule S-1: Design Manual*, includes the development site – Queen's Marque does not comply with the prescriptive LUB criteria for streetwall width, height or setbacks. As such, a variance is being requested in accordance with LUB Section 9(8). Please refer to **Section 4.2** to **Section 4.4** and **Appendix A** of this application to review the **Variance Request**.

3.3.4 PRECINCT 1 (AND 4) ADDITIONAL REQUIREMENTS (LUB, PART 11(1))

Precinct 4: Lower Central Downtown shares the same 'Precinct' requirements as Precinct 1: Southern Waterfront, which requires that buildings on the Waterfront be: **a)** setback a minimum of 8 metres (26.2 feet) from the ordinary high water mark; **b)** stepped back 10 metres (32.8 feet) after a building height of 12.5 metres (41 feet), after which distance the full allowable building height may be achieved; and, **c)** setback from interior lot lines.

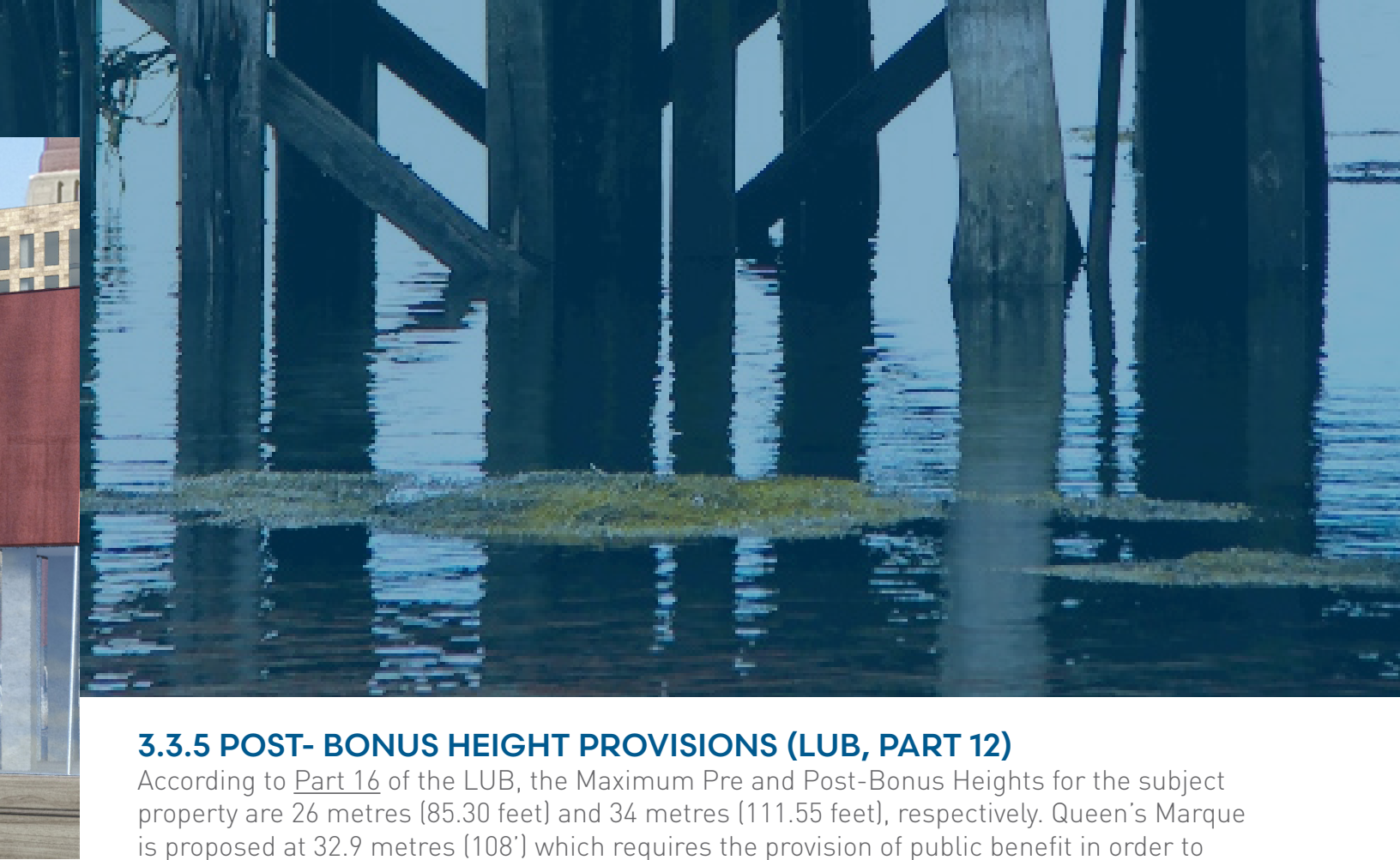
First, the primary intent of the ordinary high water mark setback is to provide clear and uninterrupted passage along the Waterfront, allowing pedestrian to interact with buildings and the Harbour. Queen's Marque provides a clear north-south boardwalk that is no less than 11 metres (36 feet) wide, where the boardwalk intersects with landscaped plazas. The boardwalks that extend around the pier-buildings only add additional and alternative opportunity for pedestrians to explore the animated Harbour experience.



Queen's Marque has been designed with a contiguous boardwalk that runs parallel to the entire development: the Harbourwalk is a minimum of 8 metres (26 feet) wide on the most easterly edge of the wharf structures (i.e. on all north-south sections) and 3.1 metres (10 feet) on the east-west sections of the wharf structures. Queen's Marque will require a variance in accordance with LUB Section 11(2). Please refer to **Section 4.6** and **Appendix A** of this application to review the **Variance Request**.

Second, Queen's Marque has been designed with four frontages. Where as Queen's Marque seeks streetwall variances along Lower Water Street, no variances are required where the development faces the Harbour: the finger-pier wharf buildings are no taller than 12.5 metres (41 feet) where they face the Harbour, and they are stepped back significantly before reaching the sandstone bar portion of the building. Queen's Marque does not utilize all of the density available on the site in an effort to deliver enhanced public space.

Third, as per LUB Section 8(2), buildings in 'Schedule W' are allowed to be built on more than one lot; however, because Queen's Marque is being built as one building over a continuous substructure spanning multiple property lines under common ownership, interior lot line setbacks are not being proposed. Please refer to **Section 4.5** and **Appendix A** of this application to review the **Variance Request**.



3.3.5 POST- BONUS HEIGHT PROVISIONS (LUB, PART 12)

According to Part 16 of the LUB, the Maximum Pre and Post-Bonus Heights for the subject property are 26 metres (85.30 feet) and 34 metres (111.55 feet), respectively. Queen's Marque is proposed at 32.9 metres (108') which requires the provision of public benefit in order to obtain Post-Bonus Height approval. The immediate sub-section summarizes how Queen's Marque will meet and exceed the LUB's Post-Bonus Height approval requirements by providing: publically accessible amenity space (LUB Section 12(7[b])); public art (LUB Section 12(7[f])); and. Exemplary sustainable building practices (LUB Section 12(7[i])).

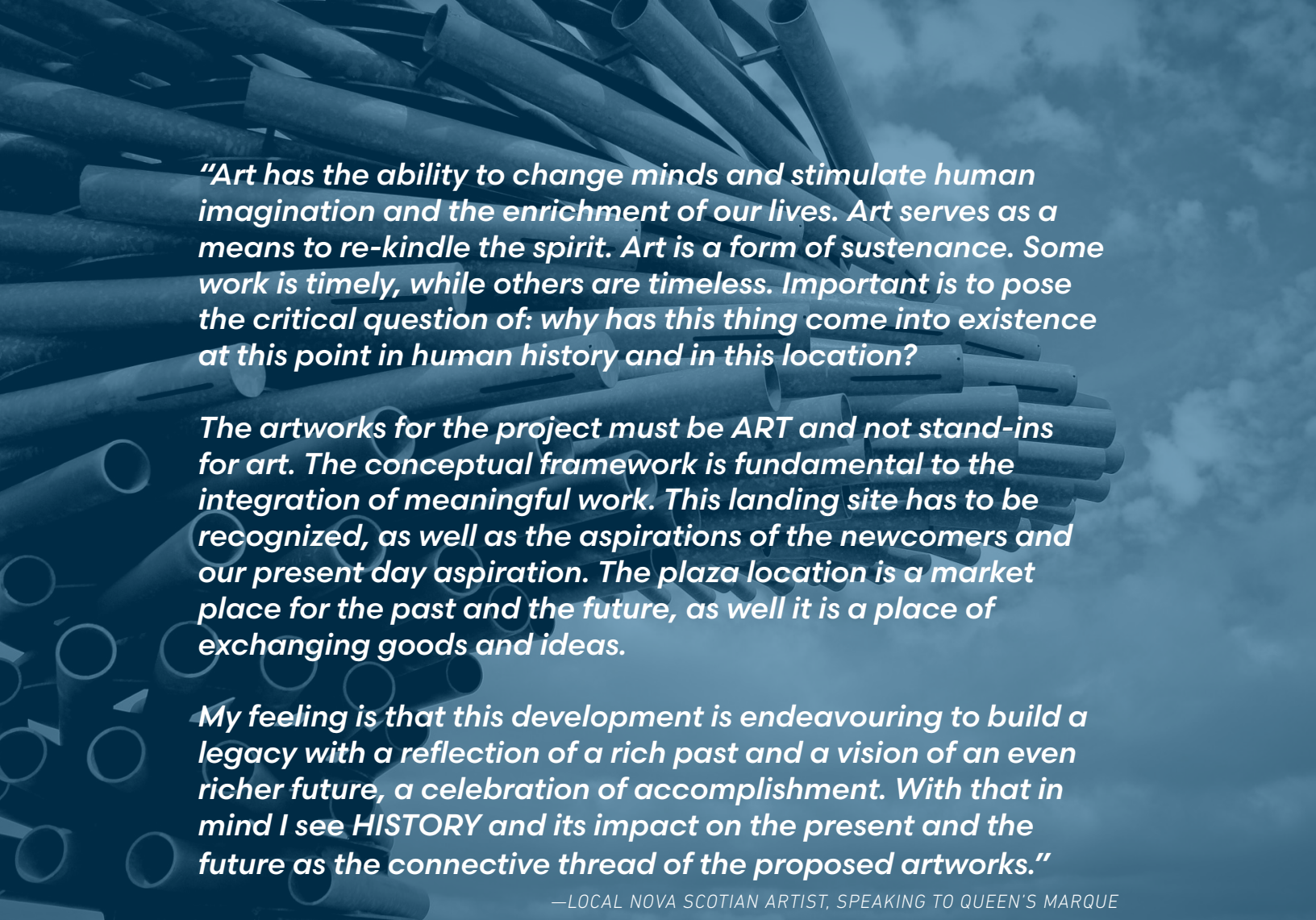
"The provision of publicly accessible amenity or open space"

Enhancing, maintaining and providing active and accessible public open spaces is an integral component of the Queen's Marque project. As previously outlined in this application, of the 3.36 acres of developable space (not including water lots), 2.24 acres, or 66% of the total developable area, is dedicated to new public open spaces accessible to the public year-round.

"The provision of public art"

The Armour Group Limited has approached a number of Nova Scotian artists and sculptors to help inspire the building design and landscape components of the Queen's Marque project. Although particular locations for art installations, or art installations themselves, have yet to be determined, Queen's Marque will host a variety of public artworks to be showcased around the development site.

The development itself has been inspired by storied art: for example, the re-imagined Queen's Landing and "Rise Again" pier-building are odes to our nautical roots and enduring spirits; and, the pedestrian "gates" that pass under the building connecting the boardwalk and Lower Water Street to the internal courtyard are symbolic of walking between ship hulls. The manipulated topography of the development as it relates to the local, raw materials, is an artistic expression of the Atlantic Canadian Spirit.



“Art has the ability to change minds and stimulate human imagination and the enrichment of our lives. Art serves as a means to re-kindle the spirit. Art is a form of sustenance. Some work is timely, while others are timeless. Important is to pose the critical question of: why has this thing come into existence at this point in human history and in this location?”

The artworks for the project must be ART and not stand-ins for art. The conceptual framework is fundamental to the integration of meaningful work. This landing site has to be recognized, as well as the aspirations of the newcomers and our present day aspiration. The plaza location is a market place for the past and the future, as well it is a place of exchanging goods and ideas.

My feeling is that this development is endeavouring to build a legacy with a reflection of a rich past and a vision of an even richer future, a celebration of accomplishment. With that in mind I see HISTORY and its impact on the present and the future as the connective thread of the proposed artworks.”

—LOCAL NOVA SCOTIAN ARTIST, SPEAKING TO QUEEN’S MARQUE

According to the DHSMPs, public art that showcases local culture and unique precinct characteristics should be located in high profile locations throughout Downtown Halifax, including prominent view corridors, gateways, public open spaces, walkways and interior courtyards (DHSMPs, [Section 6.5, ‘Public Art’](#), pg. 44). Queen’s Marque will provide and support the installation of public art installations as prescribed in the DHSMPs. Additionally, through DHSMPs [Policy 63](#), there is an unparalleled opportunity for HRM to support ‘post-bonus height incentives’ in order to support additional public art installations through its capital investment programs.

“Sustainable Building Practice”

Queen’s Marque is striving to be built in accordance with LEED Platinum® standards: the materials – Wallace Sandstone, copper and granite – will be locally sourced, where possible; the design and construction team is locally sourced; sea level rise is accounted for by raising the building above the current average waterfront grade; a seawater intake pipe is being installed to supply heating and cooling for the building’s users; and, all building systems are intended to surpass efficiency standards.



3.4 SCHEDULE S-1: DESIGN MANUAL

Schedule S-1: Design Manual (Design Manual or DM) prescribes the qualitative building design elements that are subject to discretionary approval through the Downtown Halifax Site Plan Approval Process. The *Design Manual* also outlines the qualitative design and open space objectives envisioned for the various ‘Precincts’ throughout Downtown Halifax. Specifically related to the Queen’s Marque development application, there are two *Design Manual* guidelines that provide increased design discretion when reviewing projects that are located on: **1)** lands within ‘Schedule W’; and **2)** sites with elevated ‘Civic Character’. The immediate subsections elaborate (**Section 3.4.1 and 3.4.2**).

The sub-sections thereafter outline how Queen’s Marque has been designed in response to the various criteria set forth in the Design Manual. A detailed “**Design Manual Compliance Summary**” is included in **Appendix B** of this application.

3.4.1 SCHEDULE W

Queen’s Marque is located on the Halifax Waterfront (‘Schedule W’/‘Precinct 4’ lands, according to the DHSMPs, LUB and DM); and, specifically according to the DHSMPs, a “*higher degree of discretion over the design and form of development*” is required (DHSMPs, Policy 29 [a]). In furtherance of this Policy, Queen’s Marque aims to meet and exceed the *Design Manual* guidelines for ‘Schedule W’ and ‘Precinct 4’ lands at every available opportunity. This has led to a proposed design of the highest quality dedicated to an extended and enhanced public enjoyment of the boardwalk; visual and physical porosity from Lower Water Street to the Halifax Harbour; high quality, authentic and local building and landscape materials; human-scaled building elements; consideration of future sea-level rise; the creation of two new, public plazas in the eastern extensions of Prince Street and George Street; and, an internal courtyard offering year-round public amenity.



The Design Manual guidelines recognize the “*unique challenges in structuring development regulations*” on the Downtown Halifax Waterfront (DM, Section 2.10, ‘Downtown Halifax Waterfront’, pg. 7), and, therefore, has established particular guidelines for the Waterfront Lands that lie between Lower Water Street and the Harbour, that enables a “*higher degree of discretion*” when reviewing development applications. According to the *Design Manual*:

“These special conditions call for a special set of development rules that demand the highest level of development quality and public amenity while still being agile enough to respond to, and accommodate, a wide range of design solutions. Therefore, for [these lands] a more flexible, design guideline-driven development review process is required.” (DM, Section 2.10, pg. 7)

The need for elevated design discretion in ‘Schedule W’ is again reinforced under Sections 3.6.10 and 3.6.11 of the *Design Manual*, which states that variances to the built-form requirements of Part 11(1) and 11(4) of the LUB (refer to **Section 3.34** of this application) may be enabled where the variance will, among other criteria,:

- a) Provide for mixed-use high-rise development on large opportunity sites; or
- b) Fill existing gap created by vacant properties or parking lots with new development; or
- c) Develop vacant lots in a way that provides a continuous streetwall and uninterrupted pedestrian experiences; or
- d) Provide for animated streetscapes as detailed in the Design Manual; or
- e) Focus pedestrian activities at sidewalk level through the provision of sidewalk protected from the weather through such means as well-designed canopies and awnings; or
- f) Maintain or enhance the east-west streets to maintain important views between the citadel and the harbour; or
- g) Provide adequate separation between buildings; or
- h) Ensure Lower Water Street has streetwall and landscaping conditions that emphasize its meandering qualities and emergence as an important street; or
- i) Retain, enhance and protect isolated heritage properties.

(DM, SECTION 3.6.11, ‘PRECINCT 4 BUILT FORM VARIATION’, PG. 29).

Queen’s Marque meets each of the above listed guidelines that are applicable to the development site: **(a)** Queen’s Marque is being built to its maximum possible post-bonus height (subject to View Plane 5 restrictions); **(b)** the development will fill an existing gap created by the existing parking lot; **(c)** the development provides a continuous streetwall along Lower Water Street will be re-established; **(d)** the ground floor facing Lower Water Street will contain retail, hotel and office space, as well as a number of pedestrian “gates” providing access and porosity to the Halifax waterfront, creating an animated streetscape; **(e)** all four sides of the building will be flanked by public sidewalks and plazas, and appropriate weather protection will be provided where necessary; **(f)** the Prince Street and George Street View Corridors will be maintained and enhanced with the creation of two new public plazas; **(g)** public plazas will separate Queen’s Marque from buildings to the north and south; **(h)** a reconstructed east side of Lower Water Street will introduce a new bike lane and landscape treatment; and, **(i)** the Robertson Warehouse building to the south and the Dominion Building across Lower Water Street are appropriately reflected in the Queen’s Marque design.

3.4.2 CIVIC CHARACTER

Map 1 of the *Design Manual* identifies the Queen's Marquee development site as a 'Potential Civic/Cultural Site'. The *Design Manual* defines these places as:

"...highly visible sites occupying important symbolic locations, or that have important public functions. These include sites that form view termini, sites adjacent to significant public open spaces, corner and gateway sites, and civic buildings."

(DM, SECTION 3.4, 'CIVIC CHARACTER', PG. 20).

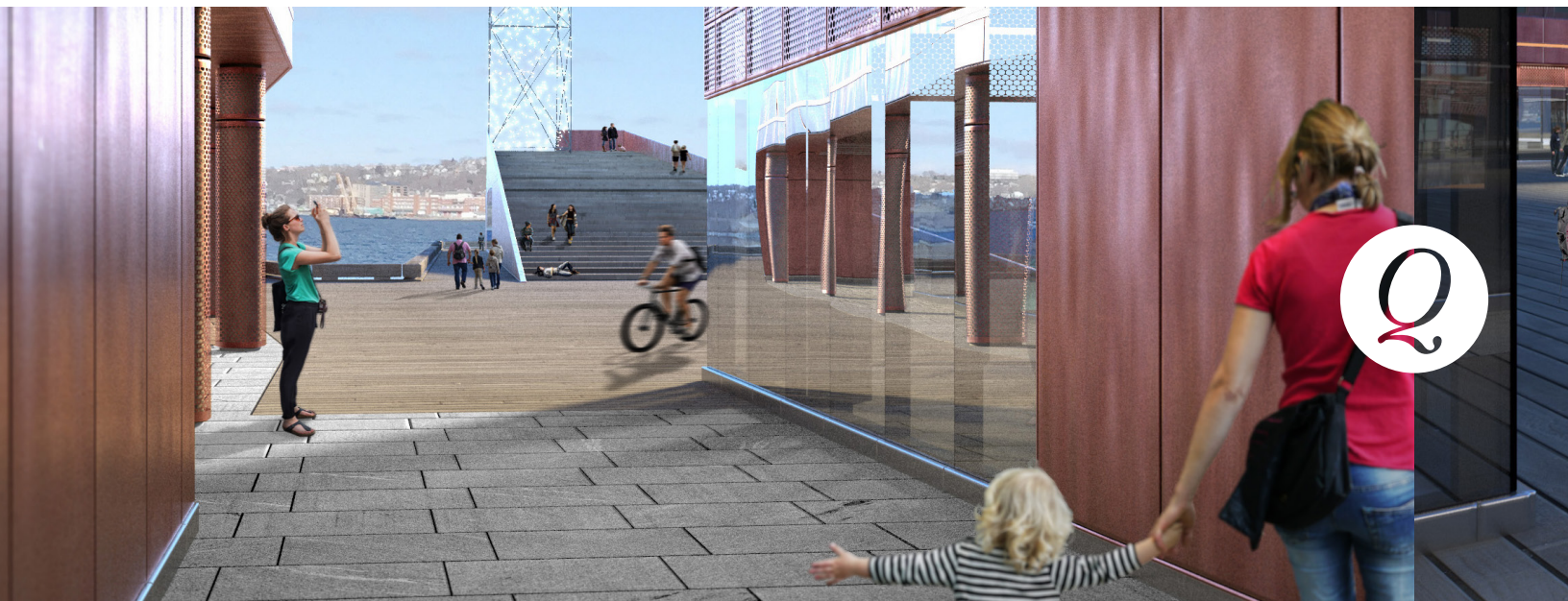
Furthermore, three of the four sides of the site are identified as 'Prominent Civic/Cultural Frontages' (DM Map 1), with the remaining side being bordered by Lower Water Street. To the east, Queen's Marquee is bordered by the public Harbourwalk and Halifax Harbour; to the south is the Prince Street View Corridor and three important heritage assets (Robertson Warehouse, Mitchell House, and the Dominion Building); and, the north end of the site includes the George Street View Corridor, which is the terminus of the ceremonial George Street axis that links the Citadel, the Town Clock, Grand Parade and Province House to the Waterfront. The Ferry Terminal – a major gateway to Downtown Halifax – is also located immediately to the north and within minimal walking distance of Queen's Marquee.



The extension of George Street is arguably one of the most important and underdeveloped symbolic sites in Halifax. The proposed Queen's Marque design, including its landscape contributions, will enhance this site through significant investment to create a new major civic plaza and important public art additions to the public realm. Section 3.4 of the *Design Manual* further states, that:

"Since these sites help shape the image and character of an area, and of the whole downtown, they have a greater civic obligation to meet the highest possible standards in design and material quality. To enhance the distinction and landmark quality of new buildings in these locations, modest exceptions to setbacks and height restrictions are permitted to encourage massing and design that accentuate the visual prominence of the site." (DM, Section 3.4, pg. 20).

We believe that the variances requested below are in keeping with the objectives of the *Design Manual*, the LUB and the DHSMPS, regardless of the above mentioned sections concerning 'Civic Character' and 'Schedule W' Lands; however, the sections above provide for additional policy support and flexibility in the design review process. Through the approval of a small number of variances, Queen's Marque will become a valuable addition to the Waterfront and to the fabric of Downtown Halifax, and will set a new precedent for high-quality urban design in Atlantic Canada.



3.4.3 THE STREETWALL (DM, SECTION 3.1)

Queen's Marque is a unique development in that every side of the building is more or less a 'streetwall', in that the intention of a streetwall, as described in the *Design Manual*, is to "reinforce desired pedestrian and broader public realm objectives" (DM, Section 3.1: 'The Streetwall', pg. 9). By framing public spaces (including streets and plazas) and providing ground floor pedestrian-oriented commercial uses along all sides of the building, the pedestrian environment along the Halifax Waterfront will be greatly enhanced.

The only public street fronting streetwall is located along Lower Water Street; however, there are streetwalls along the two Waterfront View Corridors, the Harbourwalk, and three sides of the internal courtyard, all of which promote transparency and visual interest between public and retail spaces. A variety of streetwall setbacks, stepbacks, angles and cants allow sunlight to penetrate important open spaces while simultaneously protecting people from wind and other elements; and, the building walls, interacting with the many pedestrian “gates”, create a sense of intrigue as people explore the reinvigorated urban fabric of the Halifax Waterfront.

3.4.4 PEDESTRIAN STREETSCAPES (DM, SECTION 3.2)

Further to **Section 3.4.3 above**, the pedestrian realm is of the utmost importance to the Queen’s Marque development. Queen’s Marque is a place that welcomes people to visit and stay; to share and interact; and to reflect on our cultural underpinnings. With these understandings in mind, the link between the building and public space needed to be seamlessly articulated through the design.



An animated ground floor wraps the entire building, engaging people with retail, restaurant, and hotel, residential and office lobby spaces. The ground floor design includes high amounts of glazing, with intermittent spaces reserved for copper panels to break up any monotony. Illuminated columns frame the Lower Water Street entrances (at the Prince Street and George Street intersections with Lower Water Street), both of which support the “floating” sandstone stone bar above. The highest quality building and landscape materials are used to transition pedestrians from the concrete sidewalk as they enter the Queen’s Marque site. Granite, for example, which reflects Nova Scotia’s rugged and durable character, seamlessly integrates the boardwalk into the historic Halifax Waterfront.

3.4.5. BUILDING DESIGN DM (SECTION 3.3)

Queen's Marque is designed as four main building components: an office building, a hotel building, a residential building, and a standalone restaurant pier-building, dubbed "Rise Again". Although each component is meant to act independently of one another, the overall development concept effortlessly tells the same Atlantic Canadian story. The office and hotel buildings are emblematic of ships docking on the Waterfront: the buildings are clad in copper and glass and protrude from the Lower Water Street façade where they support a sandstone bar, as if carrying a piece of Nova Scotia high above the ground. The "floating" stone bar, clad in local Wallace sandstone, is articulated with a series of projecting copper "chocks" providing support and anchoring for docking ships. Lastly, a rising pier-building, "Rise Again", faces the Halifax Harbour, extending from below the earth and into the ocean. The interplay and manipulated topography between "Rise Again" and the reimagined 'Queen's Landing' – the slipway descending into the harbour – pays homage to Nova Scotia's enduring nautical legacy. Queen's Marque is a story of who we are as Nova Scotians: a story marked by the sea. Resilient and beautiful.

Only three high-quality building materials are used on the external walls: sandstone, copper, and vision glass. These materials are organized in such a way to provide rhythm and story, while at the same time creating a human scale by defining the building's base, middle, and top, where appropriate. In certain areas, such as the intersection of Prince Street and Lower Water Street, only one material is used: this highlights architectural variety, raises visual interest, and showcases a 'Prominent Civic Frontage'. Further, at both major corners (at the termini of Prince Street and George Street), building entrances are emphasized with backlit columns, which provide support for the "floating" stone bar overhead.

3.4.6 CIVIC CHARACTER (DM, SECTION 3.4)

As per **Section 3.4.2** of this application, 'Schedule W/'Precinct 4' is largely defined as having landmark developments surrounded by public plazas. These developments "*have a greater civic obligation to meet the highest possible standards in design and material quality*" (DM, Section 2.4, 'Civic Character', pg. 20). Queen's Marque goes above and beyond this expectation: distinctive massing and architectural articulation, particularly on the building corners fronting Lower Water Street and the George and Prince Street View Corridors, reinforce the development's visual prominence.

Queens Marque is located on a site that calls for significant 'Civic Character', as the north, south and east façades are adjacent to significant public open spaces. In these locations, the *Design Manual* asks that the distinction and landmark quality of new buildings be enhanced by "*modest exceptions to setbacks and height restrictions (in order to) to encourage massing and design that accentuate the visual prominence of the site*" (DM, Section 3.4, pg. 20). Each corner of the building on Lower Water Street also contains a 'Prominent Civic/Cultural Frontage'. The *Design Manual* asks that buildings on these location "*provide distinctive massing articulation and architectural features so as to reinforce their visual prominence*" (DM, Section 3.4.1, 'Prominent Frontages and View Termini', pg. 21). The landmark quality of the development and visual prominence of the site were key considerations in arriving at the proposed building design.





Corner sites also call for distinctive architectural treatments. This list of distinctive architectural treatments articulated in the *Design Manual* calls for features “such as spires, turrets, belvederes, porticos, arcades or archways” (DM, Section 3.4.1(a), pg. 21). We respectfully submit that a cantilevered sandstone bar above the porte-cochère – effectively “floating” over a prominent corner site – would certainly qualify as a “distinctive architectural treatment”. As proposed, the “floating” sandstone bar embodies the character defining elements of those found in a “belvedere” and “portico” (*Encyclopedia Britannica*, online, 2016):

Belvedere: architectural structure built in an elevated position to provide lighting and ventilation and to command a fine view. Roofed but open on one or more sides...

Portico: colonnaded porch or entrance to a structure, or a covered walkway supported by columns (see *Porte-Cochère*)

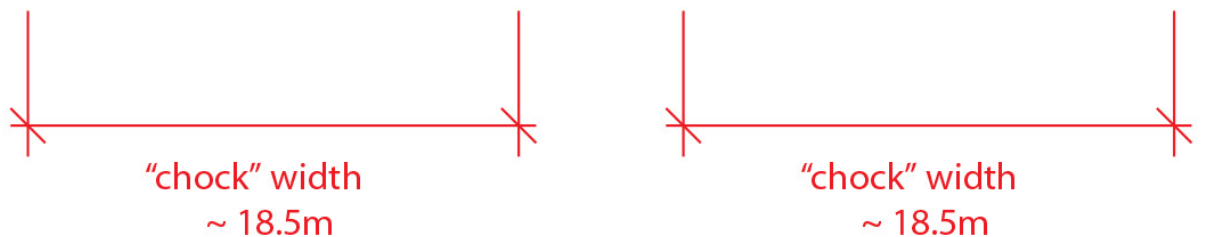
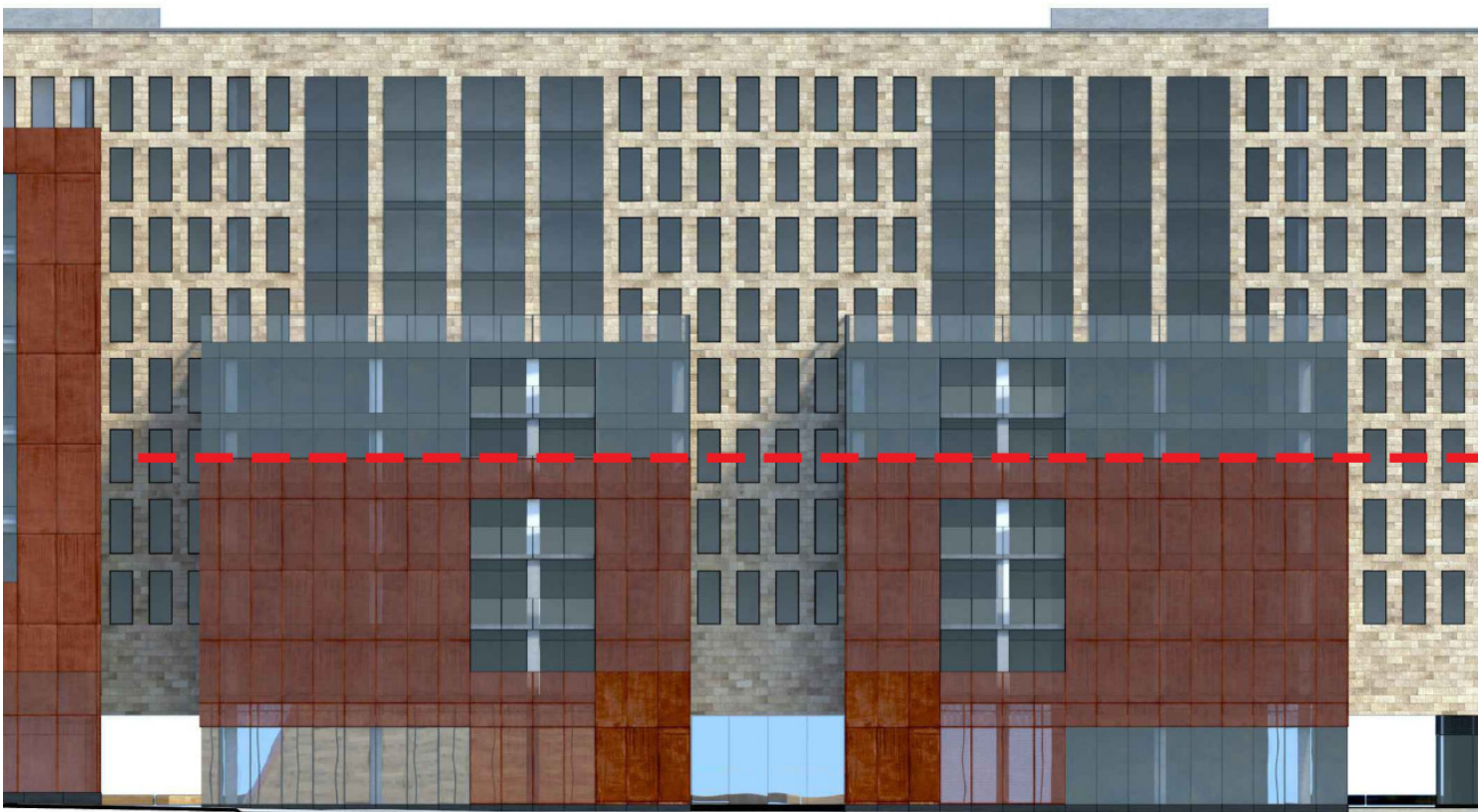
Porte-Cochère: an entrance or gateway to a building large enough to permit a coach to be driven through it into the interior courtyard beyond.

Additionally, in Section 6 of the *Design Manual*, ‘Corner Treatment’ specifically contemplates “subtracting from the building volume resulting in conditions that result in a recessed entries” as an appropriate corner treatment (DM, Section 6, ‘Corner Treatment’, pg. 67). The corner treatment applied to the sandstone bar overhangs at the Prince Street and George Street View Corridor termini respects this concept.

Also in Section 6 of the *Design Manual*, a ‘Landmark’ is identified as “a building or structure that stands out from its background by virtue of its height, size or some other aspect of its design” (DM, Section 6, ‘Landmark’, pg. 71). Queen’s Marque is intended to stand out from its background due to the cumulative effect of the design elements deployed. The ‘Landmark’ effect of the “floating” sandstone bar that extends the width of the Lower Water Street streetwall is intended to have a similar effect.

3.4.7 PARKING, SERVICES & UTILITIES (DM, SECTION 3.5)

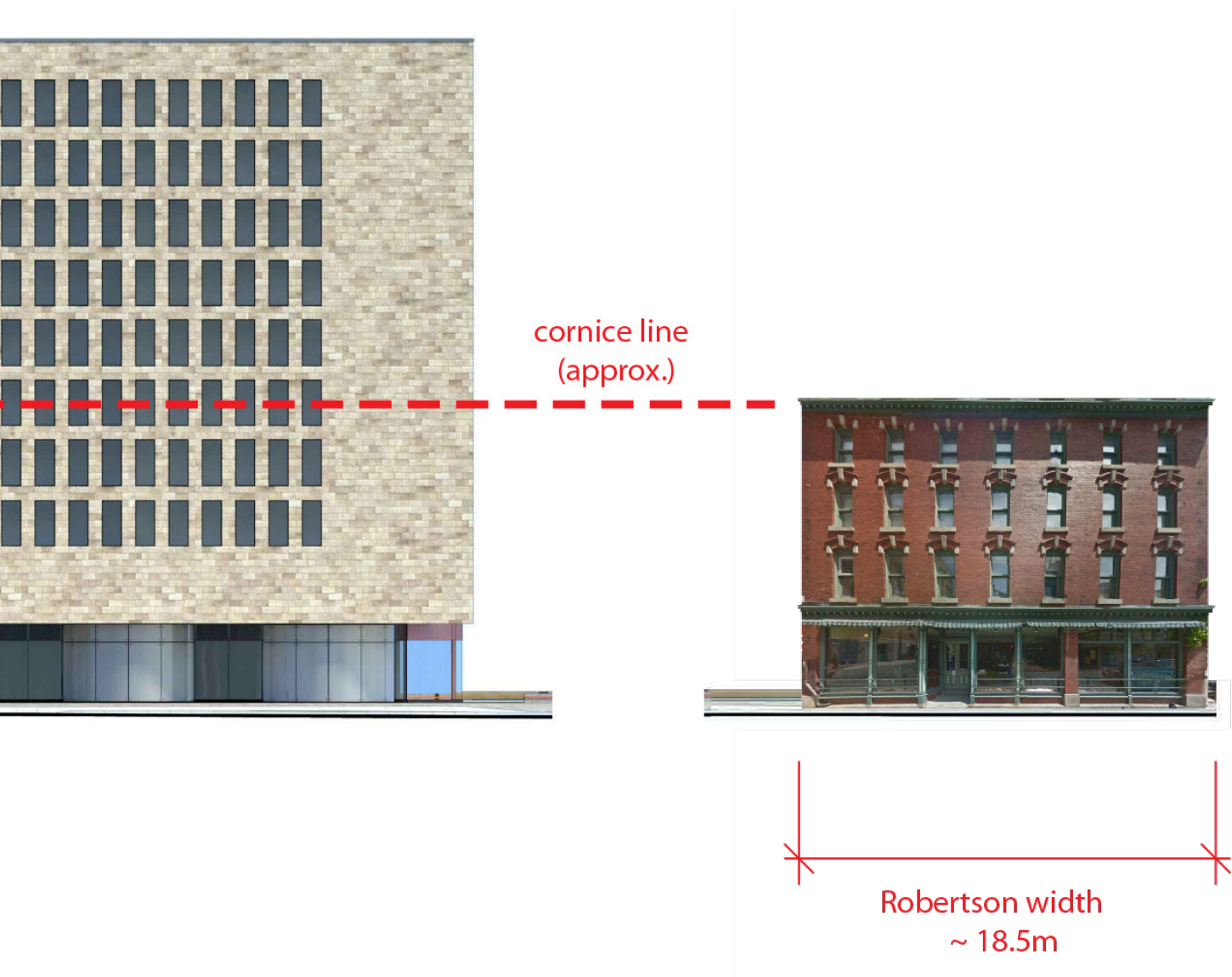
Queen's Marque is surrounded by public spaces on all four sides. It is near impossible to locate any parking entrances, loading, services, utilities or areas for delivery and trash pick-up out of public view. The building has nonetheless been designed to seamlessly incorporate all service facilities into the building's façade. The development will have only one underground parking garage ingress/egress which is located near the porte-cochère. The width and slope of the parking access meets appropriate engineering design standards. Utility metres and hook-ups will be placed in inconspicuous areas, such as within the underground parking entry ramp or pedestrian "gates" connecting the courtyard to Lower Water Street.

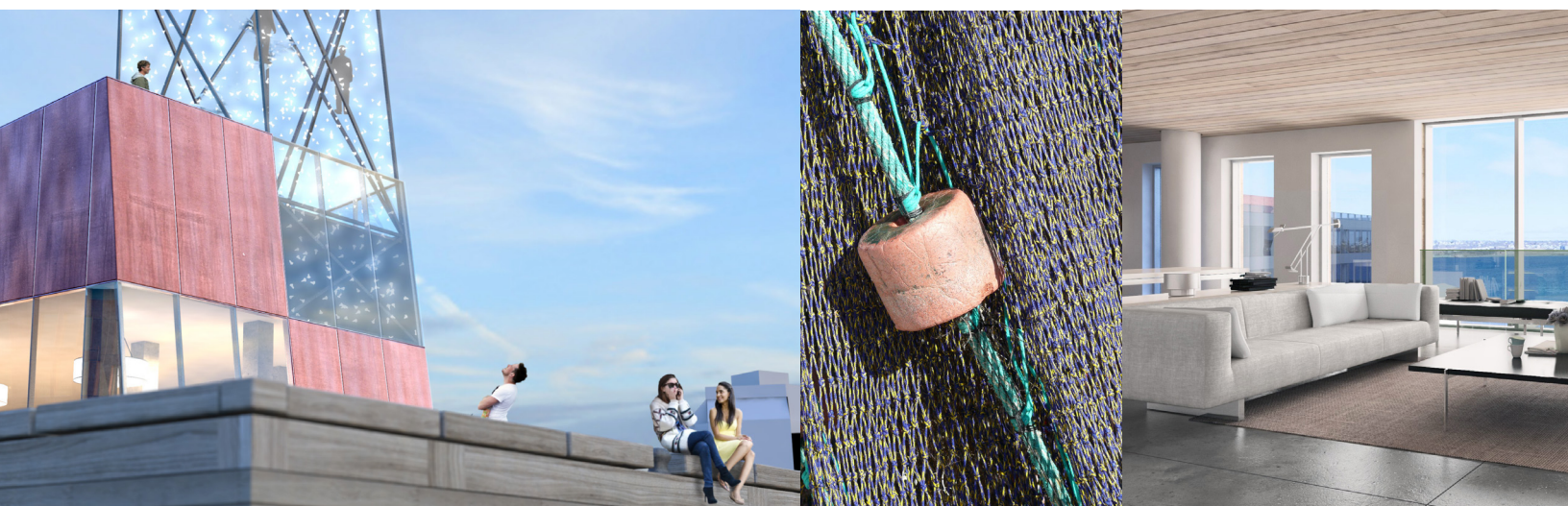


3.4.8. HERITAGE GUIDELINES: DEVELOPMENT ON AN ABUTTING PROPERTY (DM, SECTION 4.3)

The Queen's Marque streetwall has been designed with particular care to reflect the scale and rhythm of Lower Water Street as established by the nearby Robertson Warehouse building. This is evident in the width and height of the copper "chocks" that front on Lower Water Street: these building protrusions reference to the cornice line of the Robertson Warehouse. Although the Robertson Warehouse building is not immediately abutting Queen's Marque (as the buildings will be separated by the Prince Street Waterfront View Corridor), the streetwall design is nonetheless intended to reflect the historic and unique character of the Precinct.

Furthermore, the "floating" sandstone bar references major civic institutions such as City Hall and Province House, and is supported by a series of copper clad pier-buildings. The height of the sandstone bar is appropriately scaled to the height of the historic Dominion Building located across Lower Water Street.





3.4.9. LANDSCAPING

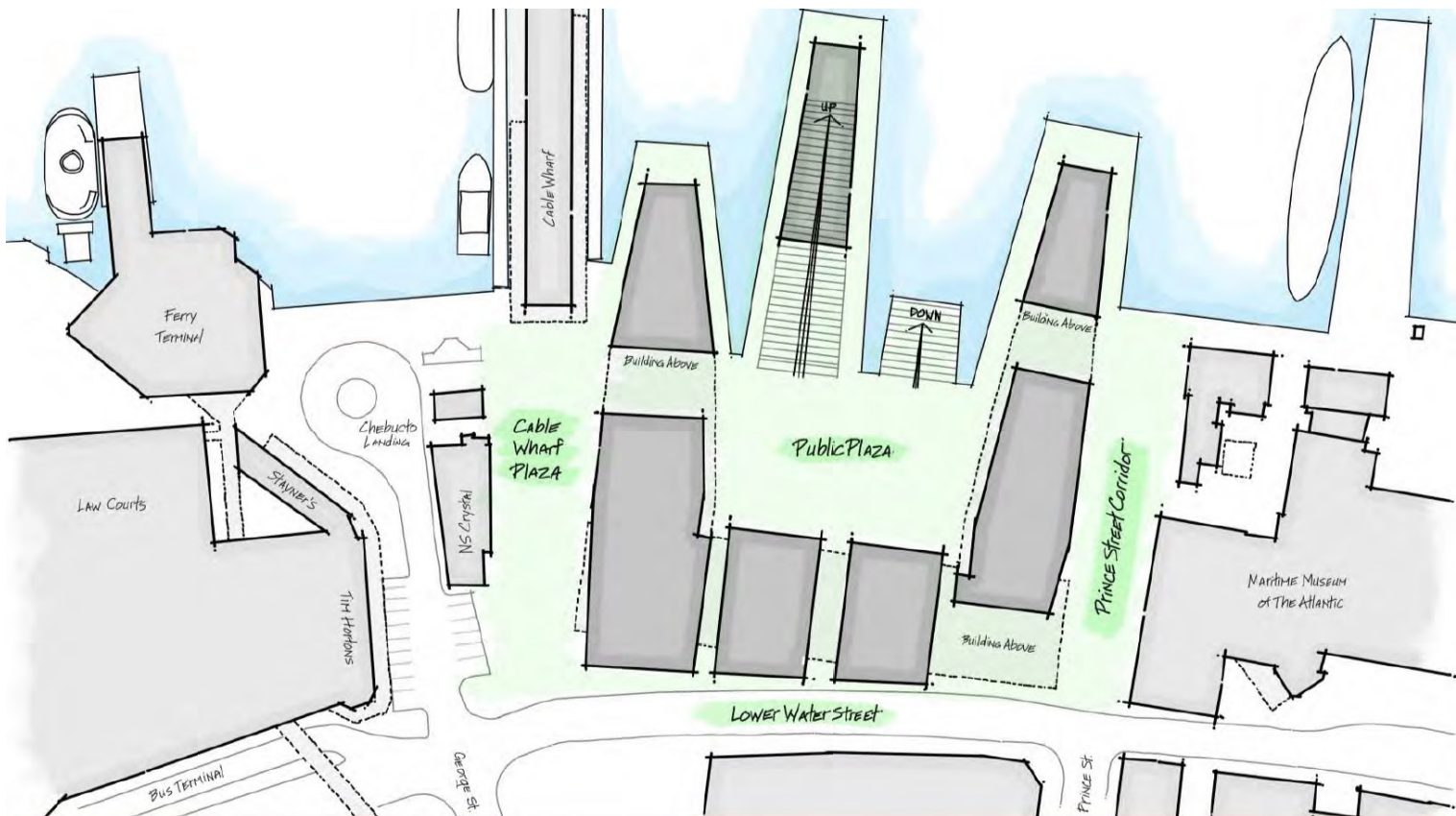
Queen's Marque will provide new landscaping on every side of the building: to the west, a reconstructed Lower Water Street sidewalk will incorporate new sidewalk features and materials; to the north and south, public plazas will be created flush with soft and hard landscaping materials and ample space for pedestrian activity; and, to the east, an internal courtyard and invigorated boardwalk will be built. Queen's Marque is meant to be an experience shared by anyone visiting, working or living in the space. Arguably, then, landscape design is one of the most integral components of the project. The landscape design needs to be welcoming and open, and it needs to satisfy the requirements of a working and active harbour used for a variety of seasonal activities.

The landscape design highlights the elegance and adaptability of the space with respect to waterfront design principles. In essence, the landscape design is following a "less is more" approach: the high-quality ground materials and the intricate arrangement of plaza spaces allow the public areas to be adaptable and responsive to people's needs without cluttering the space with permanent furniture or structures. The stone and gravel plazas help frame particular spaces for a variety of public events (**Active Space**); the boardwalk, the Harbourwalk extension, the "Rise Again" rooftop, and the 'Queen's Landing' all provide countless opportunities for seating and social gathering (**Equitable Space**); the pedestrian "gates" draw people into a central courtyard, and, upon entry, expose people to new and exciting experiences (**Engaging Space**); the "Rise Again" building connects people to our past and future (**Character**); high-quality, functional materials such as granite and wood, are meant to endure the elements (**Sustainable**); and, the boardwalks are designed to support mooring, while the reimaged 'Queen's Landing' is designed to physically connect people with the ocean (**Authentic Space**).

Furthermore, all rooftops will be landscaped. The roof tops of the north and south wings will be accessible to tenants and patrons of the office, residential and hotel businesses, and the rooftop on the stone bar will be landscaped around all required mechanical equipment. When complete, Queen's Marque will go well above and beyond the *Design Manual* requirements for landscape design.

3.4.10 COMPLIANCE WITH DESIGN MANUAL

When considered as a whole, there is little question that Queen's Marque meets the requirements of the *Design Manual*. As a complete development, Queen's Marque is born of this place. This is a development that is native to Nova Scotia and Atlantic Canada: it uses local materials, pays homage to our sea faring past, and looks to our traditional history and towards our confident future. This building is designed for the Halifax Waterfront. It is not a building that would be at home on Spring Garden Road, nor would it be at home in Toronto, Los Angeles or Paris. In and of itself, Queen's Marque will be a Landmark. At a centre-ice location in Downtown Halifax, Queen's Marque provides a new gathering place and invites Haligonians to return to our roots, show our resilience and repeatedly rise again. The architecture and design of Queen's Marque reinforce our culture in a way that only the best urban and community designs can.



4 VARIANCE REQUESTS

As outlined in **Sections 3.2, 3.3 and 3.4** of this application, the Queen's Marque development site is governed by the DHSMPS, the LUB and the design guidelines contained within the *Design Manual*. The site is located on an existing surface parking lot on the Halifax Waterfront within Precinct 4: Lower Central Downtown, the DH-1 Zone, Schedule W, Precinct 4, and is located on a site identified as having high potential for Civic Character and Landmark qualities. The project site is bounded by the Nova Scotia Crystal Building (north), Halifax Harbour (east), The Maritime Museum of the Atlantic (south) and Lower Water Street (west). The design team has used the above noted documents and surrounding Precinct context as the foundation of the proposed design, which includes the consideration of six variances. Each requested variance is permitted in accordance with the DHSMPS, LUB and the *Design Manual*, and each requested variance meets the objectives stated therein. The detailed "**LUB Compliance Summary**" included in **Appendix A** of this application provides supplementary information to the rationale provided in the subsections below.

4.1 VARIANCE 1: LAND USES AT GRADE

A variance is being requested for the required ground floor-to-floor height of the project, which is allowed under Part 8(3) of the LUB where modification by Site Plan Approval is consistent with the criteria of Section 3.6.15 of the *Design Manual*. The ground level floor-to-floor height for Queen's Marque is 4.2 meters; slightly less than 4.5 metres required by the LUB. The proposed floor-to-floor height is consistent with the provisions of Sections 3.6.15 (a), (b) and (d):

- 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 at least one of the following:*
- d) 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.*

The following variance rationale applies to the above listed criteria:

- a)** The proposed ground floor height is consistent with the objectives and guidelines of the DM. The first floor of Queen's Marque is almost completely occupied by retail and restaurant uses, which are located behind highly transparent, floor-to-ceiling glazing, which promotes an active and engaging pedestrian experience.
- b)** In response to the risk of sea level rise, Queen's Marque has set a finished floor elevation above the existing grade which will not result in a sunken ground floor condition.
- d)** The floor-to-floor heights of the ground floors in neighbouring historic buildings do not match the LUB standard, including the Robertson Warehouse building to the south and the Dominion Building across the street, which actually has no direct pedestrian access onto Lower Water Street whatsoever. As an infill building, the reduced ground floor height at Queen's Marque will complement the rhythm and cadence of the Robertson Warehouse building, and will enhance the overall pedestrian experience along Lower Water Street, where today there is a complete lack of permeability.



4.2 VARIANCE 2: STREETWALL HEIGHT

A variance is being requested for the required streetwall height, which is allowed under Part 9(8) of the LUB where modification by Site Plan Approval is consistent with the criteria of Section 3.6.3 of the Design Manual. According to the LUB, the streetwall height should be no more than 18.5 metres (60.7 feet). Queen's Marque, however, proposes a varying streetwall along Lower Water Street as follows:

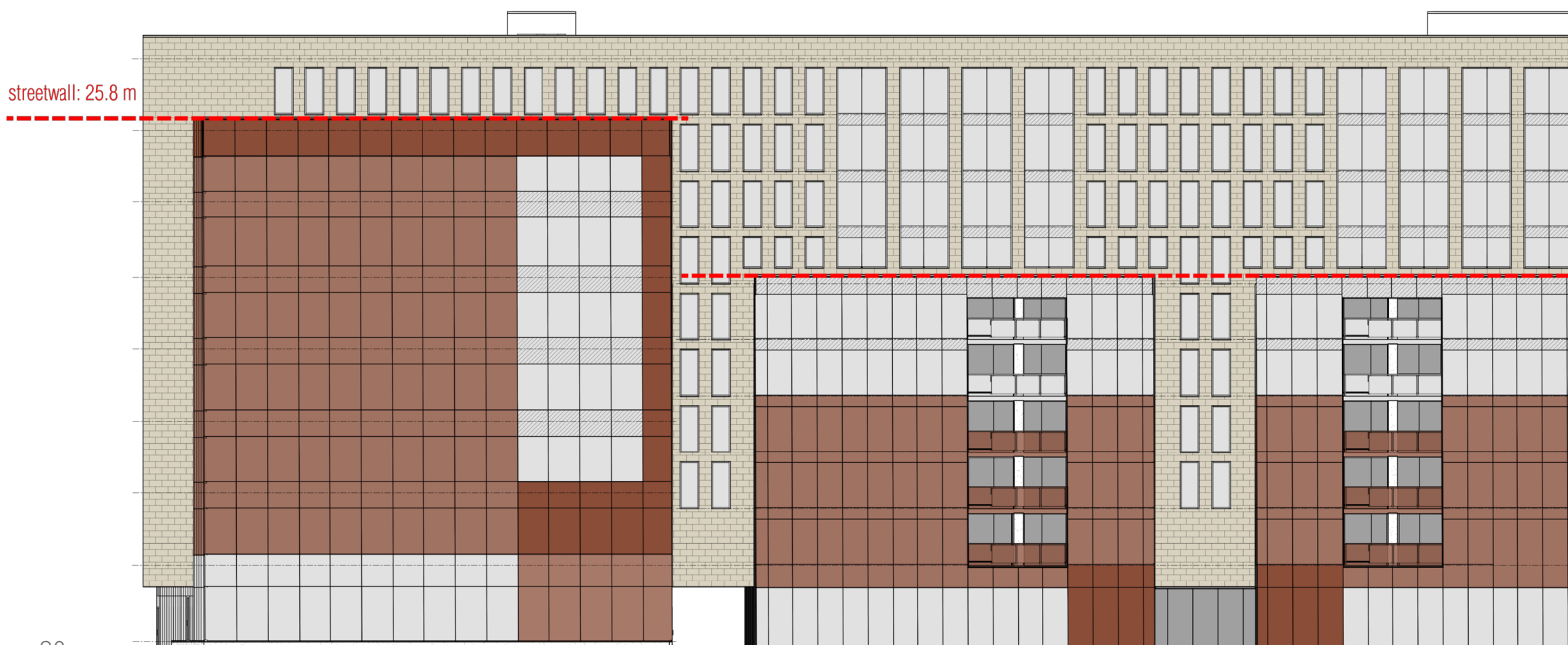
Office Building Component: a 25.8 metre (84.6 feet) high streetwall is located at the George Street and Lower Water Street intersection, which is articulated by a protruding copper mass and a “floating” sandstone bar. A **variance** is required.

Residential Building Component: a 18.2 metre (59.7 feet) high streetwall is located along Lower Water Street for the residential portion of the building, which is articulated by two protruding copper masses. The streetwall height for this portion of the development is compliant. No variance is required.

Hotel Building Component: a 32.9 metre (108 feet) high streetwall at the Prince Street and Lower Water Street intersection, which is articulated by a “floating” Sandstone Bar. A **variance** is required.

The proposed streetwall height pier-building are consistent with the provisions of Sections 3.6.3 (a), (c) and (d):

*a) the streetwall height is consistent with the objectives and guidelines of the Design Manual; and
c) the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or
d) where a landmark building element is called for pursuant to the Design Manual.*



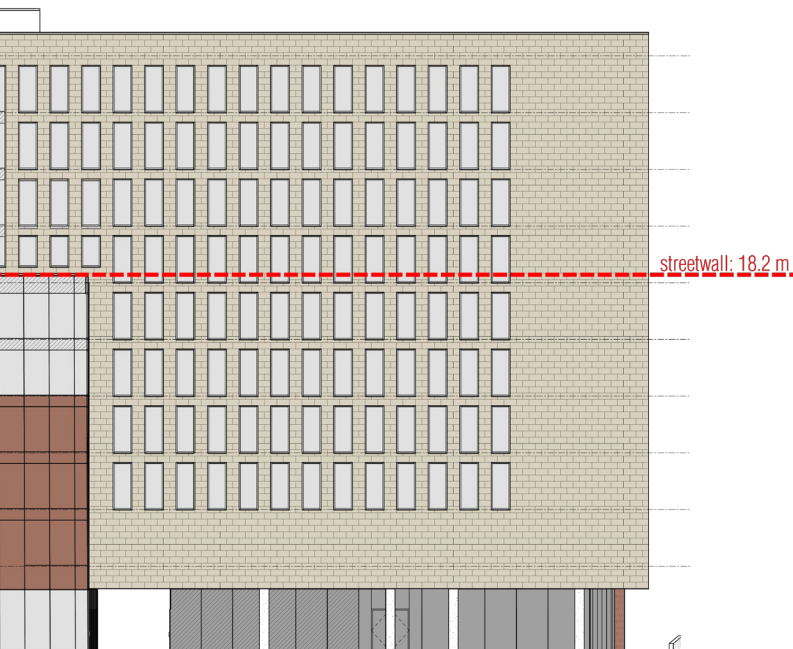
The following variance rationale applies to the above listed criteria:

a) Generally, the streetwall height of Queen's Marquee is articulated in such a way as to create a comfortable human-scaled street enclosure which is consistent with the objectives and guidelines of the *Design Manual*. The design bears the material quality and detail that is second to none among new developments in the City, and the streetwall does not cause adverse wind or shadow impacts along Lower Water Street. Furthermore, the vacant lot on Lower Water Street will be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experience.

c) Hotel Building Component: The streetwall created by the sandstone bar is inspired by the height and scale of the Dominion Building across the street. This creates a symmetry in the use of materials and design on this part of Lower Water Street, consistent with the historic character of the street.

There is also adequate separation between the historic Robertson Warehouse building on Lower Water Street, where the proposed height of the sandstone bar on the Hotel Building does not create any material adverse wind or lighting conditions on the Prince Street public plaza. The sandstone bar will help frame this portion of Lower Water Street in a way that emphasises its emergence as an important street in the downtown.

Hotel and Office Building Components: At both corners of the building where a variance in the streetwall height is sought, the DM calls for 'Prominent Civic/Cultural Frontages' where "distinct massing articulation and architectural features (should) reinforce their visual prominence" (DM, Section 3.4.1). At the Prince Street corner (Hotel Building), the "floating" sandstone bar above the porte-couchère emphasises the entrance to not one, but two, buildings. As this entrance to the building is the most recognizable and used part of the façade, "*it must be prominent, recognizable and accessible*" (DM, Section 3.3.3). At the George Street Corner (Office Building), the most prominent of the three protruding "chocks" is showcased; there, the copper hull extends from the ground up to the highest of the streetwall heights. Each protruding chock is also canted 3% away from its intersection with Lower Water Street to provide a sense of openness as one travels north or south along the Street.



4.3. VARIANCE 3: STREETWALL WIDTH

A variance is being requested for the required streetwall width along Lower Water Street, which is allowed under Part 9(8) of the LUB where modification by Site Plan Approval is consistent with the criteria of Section 3.6.4 of the *Design Manual*. As a complete development site, Queen's Marque has 133.7 metres of frontage along Lower Water Street. However, the George Street and Prince Street Waterfront View Corridors represent 16 and 15.7 metres of non-streetwall frontage, respectively, leaving only 102 metres of buildable lot frontage for a streetwall. The gaps in the streetwall required for the View Corridors are consistent with the requirements of the *Design Manual* and have a clear purpose, as it would be a violation of the LUB to build in these areas. Within the remaining developable streetwall width, however, there are three ground-level "gates", one minor streetwall gap and a porte-cochère. A **Variance** is required that is consistent with the provisions of Sections 3.6.3 (a) and (b):

- a) the streetwall width is consistent with the objectives and guidelines of the *Design Manual*; and**
- b) the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.**

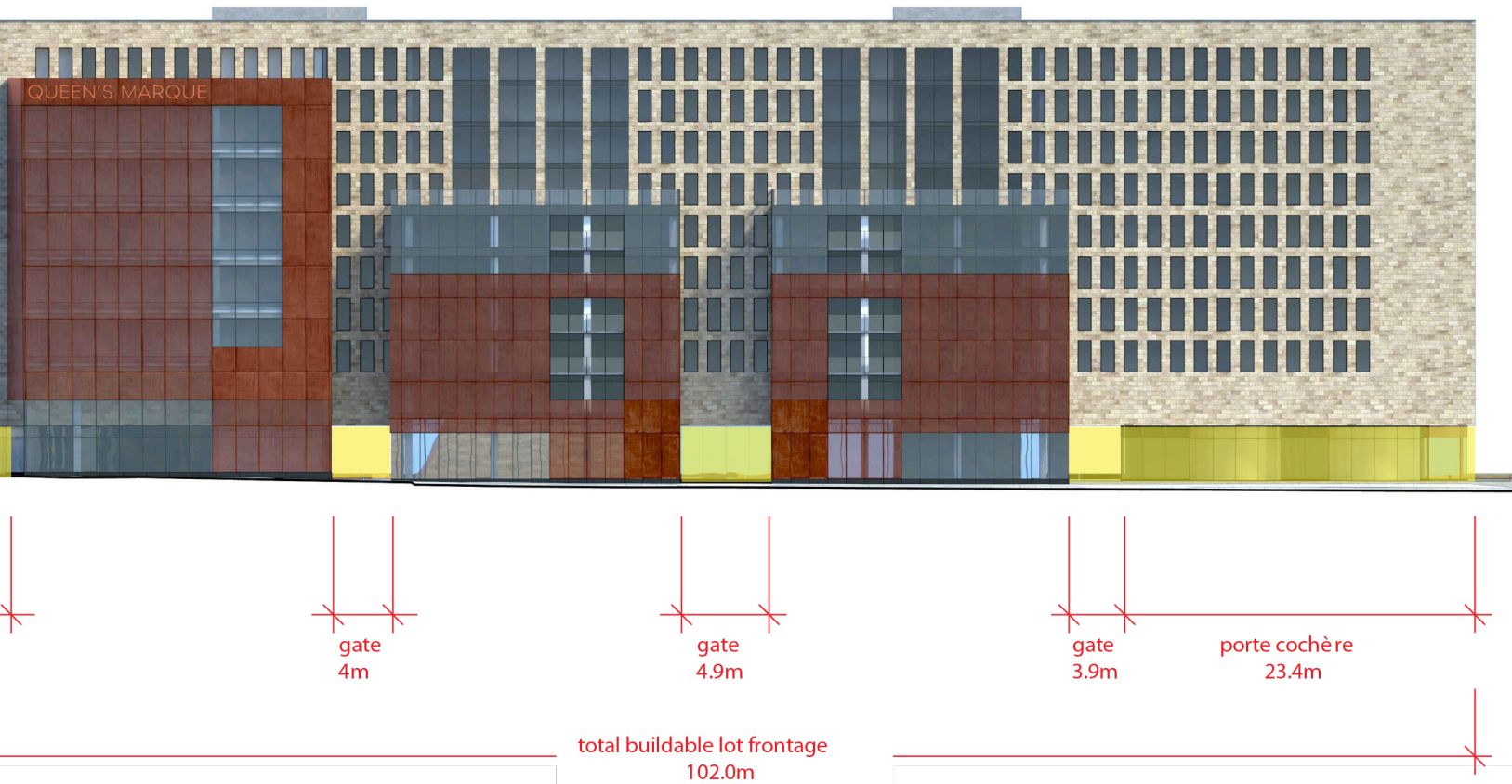
The following variance rationale applies to the above listed criteria:

a) Not only does the project fill an existing gap on the waterfront with a new development, the gaps in the streetwall are specifically designed to enhance the pedestrian interface of the proposed building with the Harbour Walk. The "between the hulls" passages increase the permeability between the Harbour and Lower Water Street, encouraging pedestrians to explore the area and is consistent with the objectives and guidelines of the *Design Manual*.

b) Ground-Level "Gates":

In order to ensure ground-level permeability, three streetwall breaks are included in the building's design, which include two exposed pedestrian "gates" leading into the internal courtyard (4 and 3.9 metres wide) and one interior gate (4.9 metres wide) that maintains visual connections to the plaza and Waterfront. The pedestrian "gates" provide site lines and pedestrian access between Lower Water Street and the Harbour. They are consistent with the DM criteria for developments in Precinct 4 and in 'Schedule W'. These "gates" make a positive contribution to the streetscape through pedestrian engagement.





Streetwall Gap:

The only portion of the buildable lot that does not incorporate a streetwall is located at the north-west corner of the Office Building Component, where the building is separated from the George Street Waterfront View Corridor by a 6 metre separation. This gap appropriately frames the public plaza in the George Street View Corridor and gives pedestrians in this area the perception that they are standing next to a curved ship. This particular articulation provides for curvature of the exterior of the building, building on the imagery to a ship's hull. This gap also seamlessly transitions into the northern plaza adding to the overall public amenity space.

Porte-Cochère:

The south-west corner of the Hotel Building contains a porte-cochère measuring 23.4 metres (76.8') wide. This feature is essential to the residential and hotel functions of the building. The porte-cochère is also consistent with the principals of the DM, providing covered areas for pedestrian travel. From a safety perspective, this design feature is essential to the development. Barring the use of a porte-cochère, hotel guests and residents of the residential block would be dropped off on the street, delivery persons would park and block traffic at all hours of the day. The porte-cochère also provides a point of engagement for individuals enjoying the landscaped plaza in the Prince Street view corridor.

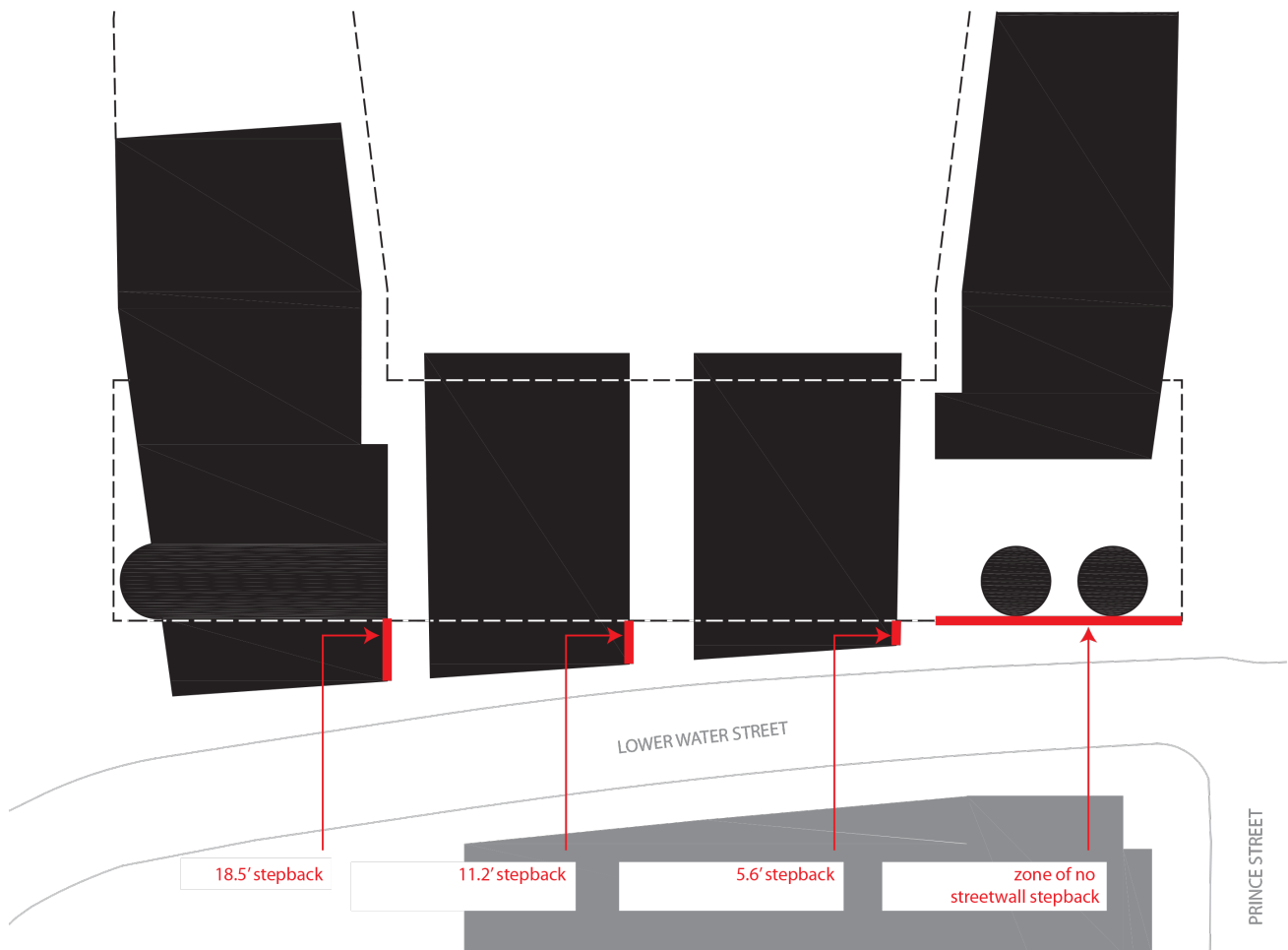
4.4 VARIANCE 4: STREETWALL STEPBACK

A variance is being requested for the required streetwall stepbacks, which is allowed under Part 9(8) of the LUB where modification by Site Plan Approval is consistent with the criteria of Section 3.6.5 of the *Design Manual*. According to the LUB, the streetwall stepbacks shall be 3 metres (9.8 feet) after a building height of 18.5 metres (60.7 feet). Queen's Marque, however, proposes varying streetwall stepbacks along Lower Water Street:

Office Building Component: Above the streetwall, the building is setback 5.6 metres (18.5'). This portion of the building is compliant with the LUB requirements. No variance is required

Residential Building Component: Above the streetwall, the building is setback 3.4 metres (11.2') metres on the northernmost copper protrusion and 1.7 metres (5.6') metres on the southernmost copper protrusion. A **variance** is required.

Hotel Building Component: The streetwall extends the entire height of the building (32.9 metres or 108') at the Prince Street and Lower Water Street intersection; therefore, no streetwall stepback is proposed. A **variance** is required.



The proposed streetwall stepback pier-building listed above are consistent with the provisions of Sections 3.6.5 (a) and (b):

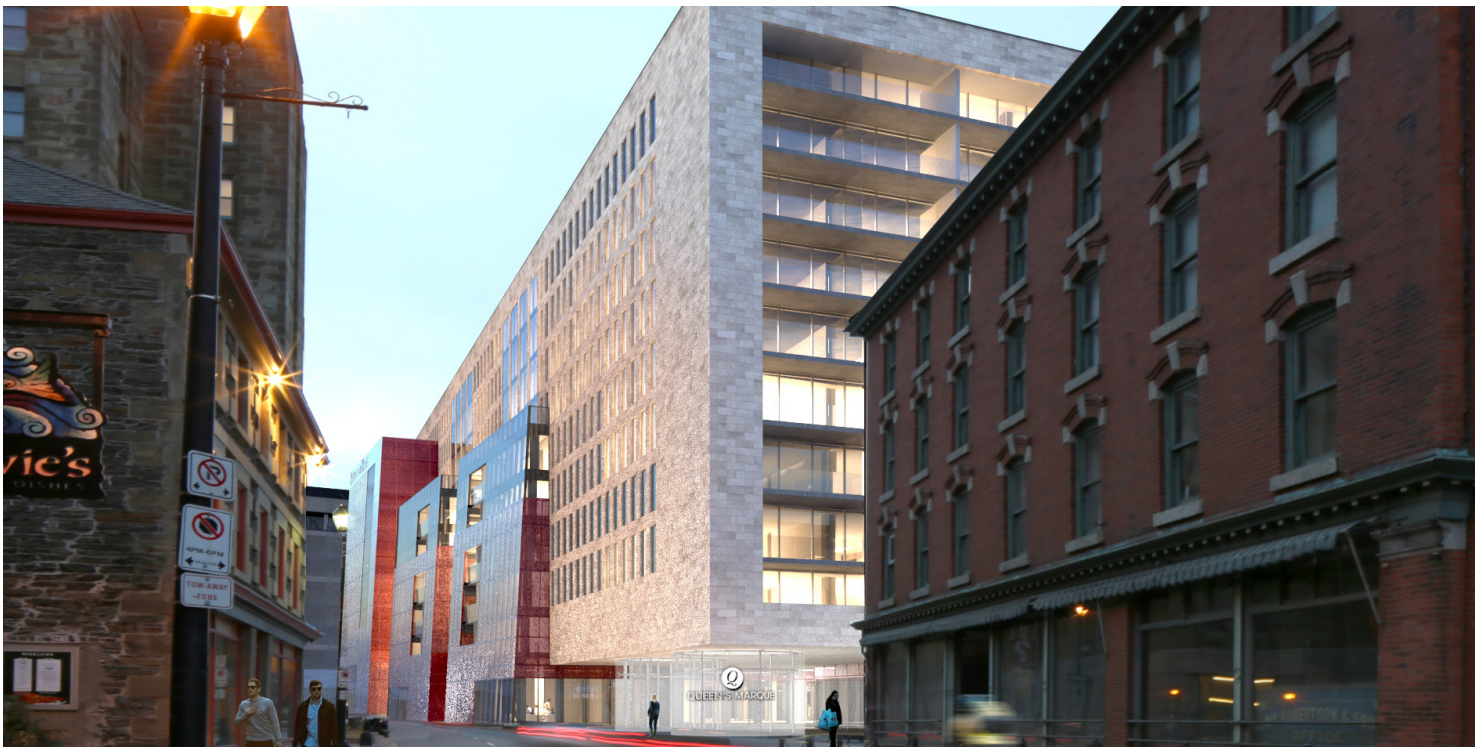
a) the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and

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

The following variance rationale applies to the above listed criteria:

a) Queen's Marque will fill an existing parking lot on the waterfront with a new development that will help secure the emergence of Lower Water Street as an important street. The creation of a 'Prominent Frontage', improved pedestrian shelter and connection to the historic Robertson Building, drawing emphasis to its historic character, should all be considered positive benefits under the *Design Manual*.

b) Hugging the streetline on one side and the Waterfront on the other, Queen's Marque is the intersection of the old City grid and the ever changing harbour front. The decrease in the setbacks over the "chocks" is specifically tied to the meandering qualities of Lower Water Street and a desire to have the building preserve the irregular nature of the Waterfront district. The "floating" sandstone bar, on the other hand, is orthogonal to the City grid to the west. The relationship between these two building design features (orthogonal and irregular) makes a positive, and subtle, contribution to Halifax's building legacy.





At the south end of the building, the cantilevered sandstone bar is designed without setback. This is an important design feature that mimics the cadence, materials and structure of the Dominion Building across the street. This design feature creates a Prominent Frontage with a distinct design that reflects a specific time in Halifax's history, while simultaneously reimaging a part of Halifax's architectural character. Internal to the development and to the public Waterfront, the sandstone bar is specifically designed to frame the inner courtyard and the public plaza to be built in the Prince Street View Corridor.

The removal of the setback on the Hotel Building creates a 'Prominent Frontage' and appropriately frames a new public plaza. There are *de minimis* impacts on sky views, wind and shadowing that would impact the pedestrian experience. In fact, the design of this corner, including the porte-couchère, provides an elevated level of pedestrian shelter from the elements.

Furthermore, the shape of the "chocks" that form part of the office and residential buildings were specifically designed to carry the cadence of the Robertson Warehouse building. The setbacks created on the Residential Building are specifically designed to enhance Lower Water Street by carrying the rhythm of the historic Robertson Warehouse building in both their height and cadence.

For Queen's Marque, the architectural nuances, as well as the grand gestures, are intended to enhance and preserve the historical character of the Precinct.

4.5 VARIANCE 5: SIDE AND REAR YARD SETBACK

A variance is being requested for the required side yard setbacks, which is allowed under Part 10(14) of the LUB, where modification by Site Plan Approval is consistent with the criteria of Section 3.6.2 of the *Design Manual*. Queen's Marque is being developed as a single building over multiple lots, which is permitted in 'Schedule W'. Furthermore, the abutting properties to the north and south are Waterfront View Corridors where no development is permitted. Therefore, side yard setbacks are not required. Nonetheless, a **Variance** is required consistent with the provisions of Sections 3.6.2 (a) and (b):

a) the modified setback is consistent with the objectives and guidelines of the Design Manual; and

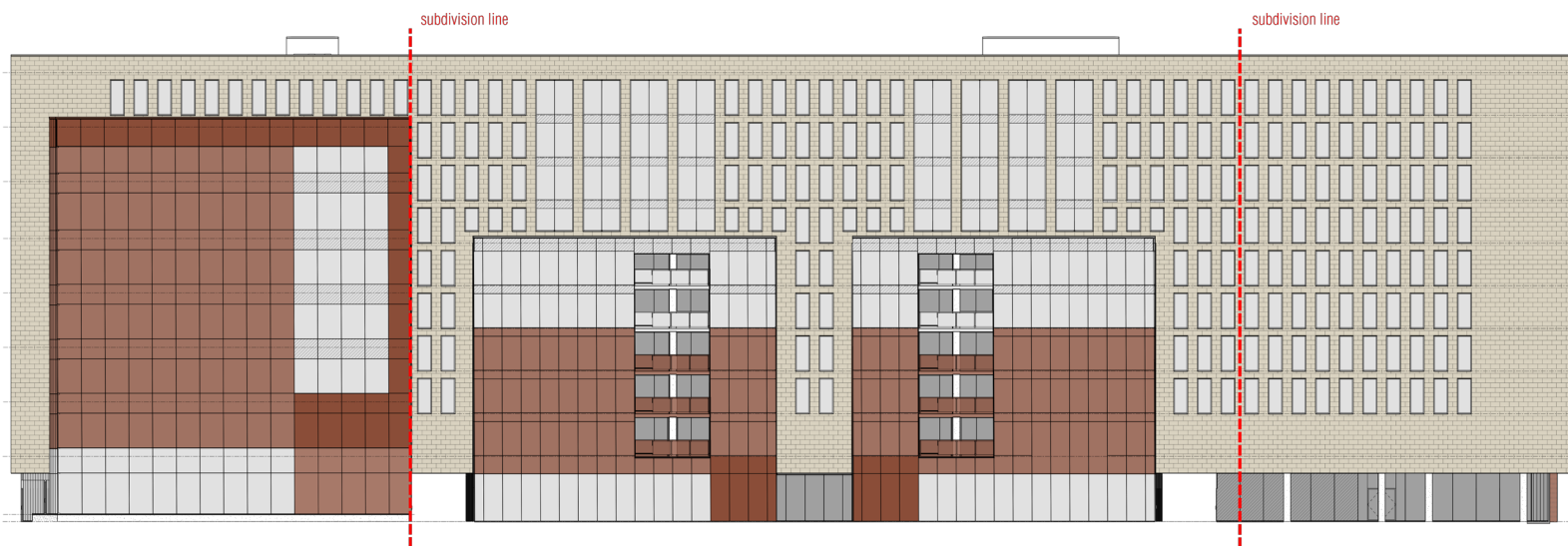
b) the modification does not negatively impact abutting uses by providing insufficient separation.

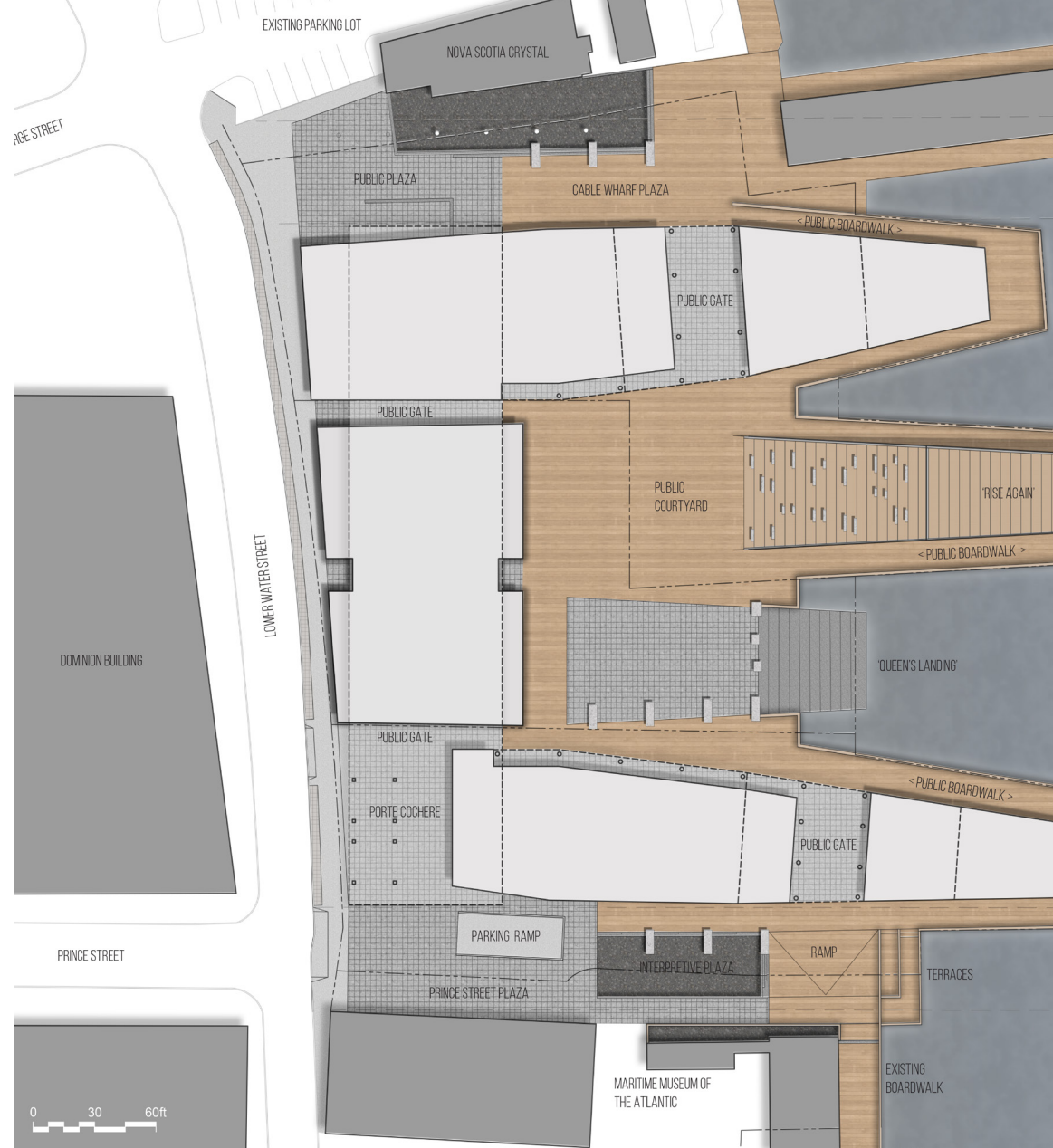
The following variance rationale applies to the above listed criteria:

a) Section 2.10 of the DM specifically notes that in 'Schedule W', massing rules based on front, side, and rear property lines is not tenable: "because the location of the waters' edge is changeable, massing rules based on front, side and rear property lines, is not feasible." Reducing the required side yard setback to zero is, therefore, appropriate and consistent with DM requirements.

b) Immediately abutting Queen's Marque to the north and south are the George Street and Prince Street View Corridors, respectively, which will both be redeveloped as public plazas. Both plazas are located on lands within the entire development site to be maintained for the public's enjoyment by Waterfront Development Corporation Limited.

The internal lot lines that separate the various building components of Queen's Marque will not negatively impact any abutting use. As a single building with shared services and fire-separating walls, the building will be built to National and Nova Scotia Building Code regulations. The single building approach provides for more cohesive development of the entire site.





4.6. VARIANCE 6: PRECINCT 1/PRECINCT 4 BUILT FORM VARIANCE

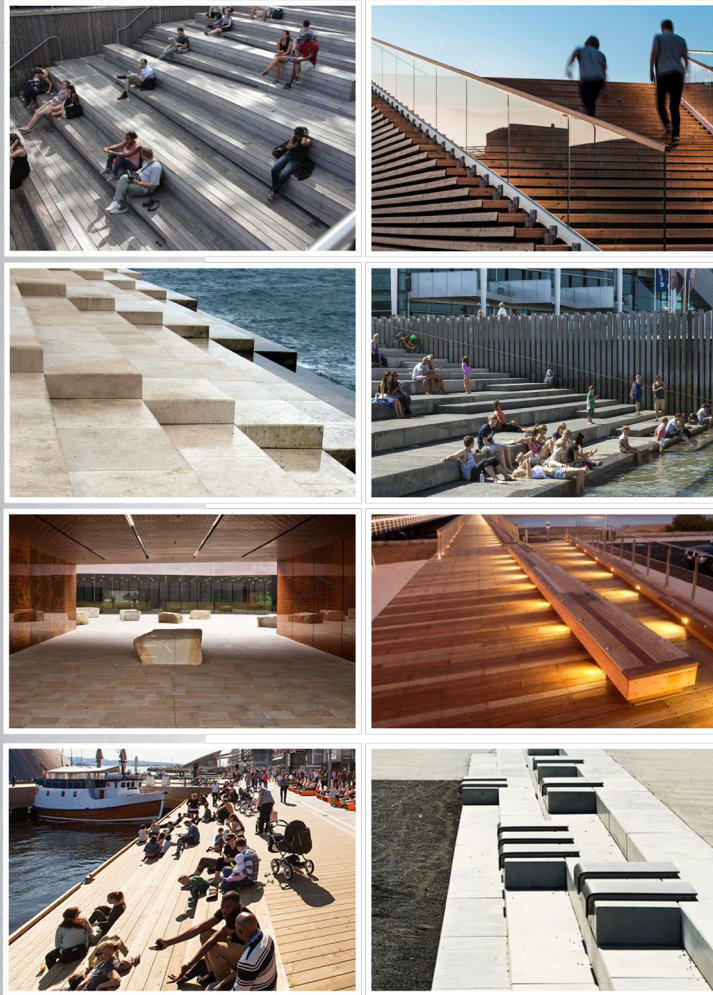
A 'Precinct 1'/'Precinct 4'/'Schedule W' built form variance is being requested for the required ordinary high water mark setback, which is allowed under Part 11(2) of the LUB, where modification by Site Plan Approval is consistent with the criteria of Section 3.6.10 of the *Design Manual*. A **Variance** is required consistent with the provisions of Sections 3.6.10(b):

For lands located in "Schedule W" on Map 1 of the Downtown Halifax Land Use By-law, the built form requirements of Section 11(1) of the LUB and Section 2.10 of Schedule S-1 of the LUB may be varied by Site Plan Approval where the variance will:

b) enhance the public realm in the area, including the extension of the east-west streets between Lower Water Street and the harbour and their intersection with the Halifax Harbour Walk, the pedestrian interface of the proposed building and the Halifax Harbour Walk, provide or improve sidewalks along Lower Water Street, or provide for public or private plazas or parks; or



QUEEN'S MARQUE SITE PLAN



The following variance rationale applies to the above listed criteria:

Section 2.10(h) of the *Design Manual* suggests that building setbacks on the Waterfront need not necessarily be measured from the ordinary high water mark; instead, setbacks could also be measured from the face of the "Seawall". By ordinary definition (Miriam Webster), a "Seawall" is "a wall or embankment to protect the shore from erosion or to act as a breakwater". The wharf structures at Queen's Marque will be surrounded by a breakwater barrier and serve to protect the underlying shoreline from erosion.

b) The general intent of the ordinary high water mark setback is to provide clear and uninterrupted passage along the Waterfront. With Queen's Marque, the traditionally 8 metre wide Harbourwalk almost doubles in width as the public pass through "gates" at either end of the development into a sprawling public plaza which will be meticulously landscaped and augmented by public art. The secondary boardwalks that extend around the pier-buildings only add additional and alternative opportunity for pedestrians to explore the newly animated Harbour experience.



With specific regard to the pier-buildings, on the most easterly edge of the boardwalks (the portion which is most exposed to the elements) the proposed buildings are setback the required 8 meters. On the other faces, which are less exposed, the setback are reduced to 3 metres in some cases, which meets all WDCL specified marine requirements. The proposed setback of 3 metres on the east-west faces of the wharves provides adequate separation between the buildings, provides for development of the now vacant lot in a way that provide an uninterrupted pedestrian experience and enhances the neighbouring Cable Wharf building by modeling the slender east-west wharf passages that surround that building.

The boardwalk and pier-building dimensions (and, thus, the setback dimensions) reasonably supports public travel and has been determined by WDCL to be sufficient to support marine function. The building design in these areas complies with the *Design Manual* requirement for finger like buildings perpendicular to Lower Water Street.



The public contribution to the Waterfront provided by Queen's Marque greatly exceeds 'Precinct 1'/'Precinct 4'/'Schedule W' built form variance objectives, including all "Downtown Halifax Waterfront Objectives" ([Section 2.10](#)). In general, public access to the waterfront is maintained and greatly enhanced. For example, the stand-alone pier-building, allows the public to climb on top of "Rise Again" to gain one of a kind open air views of the Halifax Harbour. Also, the manipulated topography and varying Harbourwalk widths and pathways allows the public to wander up and down, including the slip at Queen's Landing where pedestrians can physically interact with the Harbour's edge.





APPENDIX: A

APPENDIX A: **“LAND USE BY-LAW” COMPLIANCE SUMMARY**

Site Location

According to the *Land Use By-Law* (LUB), the development site is located in ‘Schedule W’ (LUB [Map 1](#)) and is within Precinct 4 ([Map 2](#)). It is not located on a Pedestrian Oriented Commercial Street ([Map 3](#)). A pre-bonus height of 26 metres and a Max Post-Bonus height of 34 metres apply to this site ([Map 4](#) and [Map 5](#)), which is also located under two View Planes. In this location streetwall setbacks vary from 0-4M ([Map 6](#)) and the streetwall height is set at 18.5M ([Map 7](#)). The site is not within the Central Blocks ([Map 8](#)) and does not contain any Prominent Visual Terminus Sites ([Map 9](#)). However, according to *Schedule S-1: Design Manual* (DM) the northern half of the site is a ‘Potential Civic/Cultural Site’ and each corner of the site contains ‘Prominent Civic/Cultural Frontages’ (DM [Map 1](#)).

Site Composition

The site is currently composed of 10 lots owned by Waterfront Development Corporation Limited (WDCL), one water lot that WDCL is in the process of swapping with the Halifax Port Authority (HPA), and another parcel that WDCL is swapping with Halifax Regional Municipality (HRM) to align the Lower Water Street right-of-way (ROW). The current parking lot presents the opportunity for a large scale infill development – a key City objective for this kind of lot (DM 2.1[a]). There are several options available to Armour with respect to the consolidation of this parcel – however, for financing purposes, it will be essential that the three main components of the development (office, residential and hotel) are constructed on different lots.

LAND USE BY-LAW COMPLIANCE TABLE

Downtown Halifax Land Use By-Law with amendments to May 16, 2015:

LUB Topic	Regulation	Queen’s Marque Discussion
LAND USE REQUIREMENTS		
Permitted Land Uses: Downtown Halifax Zone (DH-1)	7(1) The following land uses shall be permitted in the DH-1 zone: <ul style="list-style-type: none"> • Commercial • Residential • Open Space • Uses Accessory to the Foregoing 	Queen’s Marque is a mixed-use development containing a variety of land uses, including: <ul style="list-style-type: none"> • Commercial (Office/Retail/Restaurant/Hotel) • Residential (Apartment) • Open Space (Public Open Space) • Uses Accessory to the Foregoing
Residential Uses: Dwelling Unit Mix	7(4)(a) One third of the total number of dwelling units...shall be required to include two or more bedrooms	84 of the total 126 total planned units in Queens Marque are two bedrooms or more (66%)
Direct Access for Residential Uses	7(5) Residential uses shall have direct access to the exterior ground level separate from any non-residential use	Residential access is located at ground level on Lower Water Street, off the Porte-Cochère, and is separate from any non-residential use
Residential Uses: Storm Surge Protection	7(12) No residential portion of a building on a lot within ‘Schedule W’, shall be erected, constructed or reconstructed at an elevation less than 3.8 metres of the Canadian Geodetic Vertical Datum (CGVD) 28 standard.	All residential units are located on the second floor of the complex, above 7.3 metres of the Canadian Geodetic Vertical Datum (CGVD) 2013 standard.

Compliance (Current) (Y / N / N/A / Variance)	
	Y
	Y
	Y
	Y

LUB Topic	Regulation	Queen's Marque Discussion
	<p>7(13) Subsection (12) does not apply to parking garages, accessory structures or entrances to residential uses.</p> <p>7(15) Every application for a development permit for a building or structure to be erected pursuant to subsections (12) ... shall be accompanied by plans drawn to an appropriate scale showing the required elevations, contours and lot grading information to determine that the proposed building or structure will meet the requirements of this section.</p>	<p>The parking structure is located below grade. Accessory features and the residential main entrance are located on the ground floor at a CGVD of 2.9m; This configuration is acceptable per section 7(13).</p> <p>Plans have been provided in accordance with section 7(15).</p>
Waterfront View Corridors	<p>7(18) To preserve waterfront view corridors, every structure shall be setback a minimum of 7.62 metres from the mean centre line of the prolongation of George Street, Prince Street...from their intersection with Lower Water Street and extending eastward to the ordinary high water mark of Halifax Harbour or the eastern boundary of any water lot, whichever is greater.</p> <p>7(19) Every application for a development permit for a building or structure to be erected abutting the waterfront view corridors of subsection (18) shall furnish such plans and data as the Development Officer shall require to determine that the proposed building or structure will meet the required setbacks.</p>	<p>No portion of the Queen's Marque building structures will be erected so that it protrudes through either the George Street or Prince Street View Corridors. The building is setback a minimum of 7.62 metres from the mean centre line of the prolongation of George Street and Prince Street View Corridors. Both View Corridors will function as public plazas, and will include public art and landscaping features. Vehicular access, including access to the underground parking and all uses associated with the Residential and Hotel Porte-Cochère, will be used on a portion of the Prince Street View Corridor.</p> <p>Plans have been provided in accordance with section 7(19).</p>
Waterfront View Corridors: Abutting Uses	<p>7(22) Only those uses listed below shall be permitted on the ground floor of a building abutting a waterfront view corridor:</p> <ul style="list-style-type: none"> • Eating Establishments • Retail Uses • Cultural Uses • Banks • Licensed Alcohol Establishments • Personal Service Uses • Movie Theatres • Commercial Recreation Uses 	<p>Several of the Queen's Marque ground floor uses will have direct access to the public plazas associated with the George Street and Prince Street View Corridors:</p> <p><u>George Street View Corridor:</u> The main pedestrian entrance to the Office Building Component, which is also intended to service several ground floor eating establishment and retail uses, will have access onto the George Street View Corridor. A number of other by-law compliant uses will</p>

Compliance (Current) (Y / N / N/A / Variance)	
	Y
	Y
	Y
	Y
	Y

LUB Topic	Regulation	Queen's Marque Discussion
	<ul style="list-style-type: none"> Uses Accessory to the foregoing <p>7(23) Notwithstanding subsection (22), pedestrian entrances and lobbies associated with a hotel may face and have access onto the waterfront view corridor</p>	<p>have direct access onto the George Street View Corridor.</p> <p><u>Prince Street View Corridor:</u> The main pedestrian entrance to the Hotel Component, which is also intended to service several ground floor eating establishment and retail uses, will have access onto the Prince Street View Corridor via the porte-cochère. Some essential services accessory to the Hotel and related uses, such as garbage rooms, will also have access onto the Prince Street Corridor. A number of other by-law compliant uses will have direct access onto the Prince Street View Corridor.</p> <p>(N.B. The tenant mix for the ground floor uses has not been finalized and will be driven, at least in part, by tenant demand. The development has been designed with a view to a tenant mix driven by retail, food and beverage establishments and personal service uses. However, we cannot rule out a tenant mix that is otherwise permitted by the by-law.)</p>
BUILT FORM REQUIREMENTS		
Lot Frontage and Building Frontage	<p>8(1) Every lot shall have frontage on a street</p>	<p>There are ten existing lots associated with the Queen's Marque development site, four of which do not currently have frontage on a street. In order to accommodate the proposed development, a Boundary Alteration will be required: no new lots will be created and all buildings associated with the development will be located on lots with street frontage.</p>
Number of Buildings on a Lot	<p>8(2) ...in no case shall there be more than one main building on one lot or one building on more than one lot, except that this provision shall not apply to development in 'Schedule W'</p>	<p>Queen's Marque is located in 'Schedule W'; therefore, more than one building on a lot is permitted. The pier-building ('Rise-Again') is permitted as a separate, stand-alone building on the same lot as the Office building component.</p>
Registered Heritage Properties: Development on Abutting Property	<p>8(5) ...development on a lot abutting a Registered Heritage Property shall be subject to the requirements of the <i>Design Manual</i></p>	<p>Section 4.3 of the <i>Design Manual</i> provides the guidelines for abutting developments; factors for consideration include the cornice line, rhythm, grade level height and articulation, and height transition.</p> <p>The building to the south of Queen's Marque - the Robertson Warehouse Building, which is part of the Maritime Museum of the Atlantic -</p>

[illegible]

LUB Topic	Regulation	Queen's Marque Discussion
		is a registered heritage building. The Queen's Marque streetwall has been designed with particular care to reflect the scale and rhythm of Lower Water Street as established by the Robertson Warehouse building. This is evident in the width of the chocks that front on Lower Water Street and the reference to the cornice line of the Robertson Warehouse in the height of the copper in those same chocks.
Max. Pre-and Post-Bonus Height	<p>8(6) No building shall be erected, constructed, altered, reconstructed, or located so that it exceeds the Maximum Pre-Bonus Heights specified on <u>Map 4 (26 metres)</u></p> <p>8(7) Notwithstanding subsection (6), the Maximum Pre-Bonus Heights specified on <u>Map 4</u>, may be exceeded to the Maximum Post-Bonus Height specified on <u>Map 5 (34 metres)</u>, pursuant to Section 12.</p>	<p>Queen's Marque is seeking a post-bonus height approval (see 8.7 below).</p> <p>Queen's Marque is proposed at 32.9 metres (108') in height. In order to obtain post-bonus height approval, the project is providing public benefit in the form of publically accessible open space and public art; it is also using exemplary environmentally sustainable building practices. Refer below for provision of Public Benefit pursuant to Section 12(7) of the LUB.</p>
Height Exceptions	<p>8(8) The height requirements in subsections (6) and (7) shall not apply to a...elevator enclosure...heating, ventilation, air conditioning equipment or enclosure of such equipment...parapet...etc.</p> <p>8(10) Features referenced in subsection (8) shall be setback no less than 3 metres from the outer most edge on the roof on which they are located. No setback is required for clock towers, parapets, cornices and similar architectural features.</p>	<p>The elevator enclosure is currently designed below the maximum building height of 34 metres (111.5'). Queen's Marque is not applying for any Height Exceptions</p> <p>The elevator enclosure is setback approximately 6.1 metres (20') from the outer most edge of the roof.</p>
Landscaping for Flat Rooftops (Accessible)	<p>8(12) All buildings erected or altered, with a flat roof shall provide a fully landscaped area on those portions of the flat roof not required for architectural features or mechanical equipment. These landscaped areas need not be fully accessible...</p> <p><u>Definitions:</u> **Flat roof means a roof that is sloping no greater than 1:10</p> <p>Landscaped Area means any combination of trees, shrubs, flowers, grass or other horticultural elements, decorative stonework, pavers, screening or other landscape architectural elements, all of which are designed to enhance the visual amenity of a property or to provide an amenity for common use by the occupants of a building.</p>	<p>Queen's Marque is designed with a variety of stepbacks tapering away from the Harbour resulting in several large flat rooftops exceeding a surface area of 40 square metres. All accessible roofs will be designed as per the definition of 'landscaped area' (i.e. comprised of three or more elements)</p> <p><u>Level 3</u> <u>Office Building Component:</u> a 250 square metre rooftop deck will be fully accessible and landscaped as a rooftop patio for office tenants.</p>

Compliance (Current) (Y / N / N/A / Variance)
N/A (see 8.7 below)
Y (see 12.7 below)
Y
Y
Y

LUB Topic	Regulation	Queen's Marque Discussion
		<p><u>Hotel Building Component:</u> a 250 square metre rooftop deck will be fully accessible and landscaped as a rooftop patio bar incorporated with either the Hotel or the restaurant below.</p> <p>Level 6 <u>Residential Building Component:</u> a 517 square metre rooftop deck will be fully accessible and landscaped as a rooftop patio for residential tenants.</p> <p><u>Office Building Component:</u> a 758 square metre rooftop deck will be fully accessible and landscaped as a rooftop patio for office tenants.</p>
Land Uses at Grade	<p>8(13) The ground floor of a building, excluding a parking garage, which has access at the streetline or Transportation Reserve shall have a floor-to-floor height of no less than 4.5 metres.</p> <p>8(13B) The requirements of this section can be varied by Site Plan Approval in accordance with the provisions of the <i>Design Manual</i>.</p>	<p>Queen's Marque has approximately 95.9 metres (314.6') of total building frontage along Lower Water Street. The ground floor height ranges between 4.2 metres and 7.5 metres.</p> <p><u>Hotel and Residential Building Components:</u> approximately 75.6 metres (248'), or 79% of the total building frontage along Lower Water Street, has a ground floor floor-to-floor height of 4.2 metres. A variance is required.</p> <p><u>Office Building Component:</u> approximately 20.3 metres (66.6'), or 21% of the total building frontage along Lower Water Street, has a ground floor floor-to-floor height of 7.5 metres (24.5').</p>
View Plane Requirements	<p>8(14) Notwithstanding any provision of this By-law, no building shall be erected, constructed, altered, reconstructed, or located in any zone so as to protrude through a View Plane except as permitted</p>	<p>Queen's Marque is located below View Planes. The design team has built-in construction margins to ensure this remains. Plans have</p>

Compliance (Current) (Y / N / N/A / Variance)	
Land Uses at Grade VARIANCE REQUIRED via LUB 8(13B)	
Variance Criteria	Queen's Marque Discussion
<p>DM Section 3.6.15 The minimum floor-to-floor height for the ground floor of a building having access at the streetline or Transportation Reserve may be varied by Site Plan Approval where:</p> <p>(a) the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and,</p> <p>(b) the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition;</p> <p>(d) 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.</p>	<p>a) The proposed ground floor height is consistent with the objectives and guidelines of the DM. The first floor of Queen's Marque is almost completely occupied by retail and restaurant uses, which are located behind highly transparent, floor-to-ceiling glazing, which promotes an active and engaging pedestrian experience.</p> <p>b) In response to the risk of sea level rise, Queen's Marque has set a finished floor elevation above the existing grade which will not result in a sunken ground floor condition.</p> <p>d) The floor-to-floor heights of the ground floors in neighbouring historic buildings do not match the LUB standard, including the Robertson Warehouse building to the south and the Dominion Building across the street, which actually has no direct pedestrian access onto Lower Water Street. As an infill building, the reduced ground floor height at Queen's Marque will complement the rhythm and cadence of the Robertson Warehouse building, and will generally enhance the overall pedestrian experience along Lower Water Street, where today there is a complete lack of permeability.</p>
Y	

LUB Topic	Regulation	Queen's Marque Discussion
	<p>pursuant to Section 24 of the Halifax Peninsula Land Use By-law, as amended from time to time.</p> <p>8(15) Any permit issued by the Development Officer pursuant to plans and data presented by the applicant shall not, at any time, be deemed to be permission to protrude through a View Plane.</p> <p>8(16) No building shall be constructed so that it is parallel to a view plane, unless such view plane is parallel to a street line.</p>	<p>been provided in accordance with section 8(15).</p> <p>Plans have been provided in accordance with section 8(15).</p> <p>Queen's Marque will not be constructed so that it is parallel a view Plane.</p>
Rampart Requirements	8(17) No building shall be erected...so as to be visible above the ramparts...	Queen's Marque is located below the ramparts
Wind Impact	8(18) Any building or building addition resulting in a height exceeding 20 metres shall only be permitted following consideration of its wind impact pursuant to the performance standards in Schedule S-2	Queen's Marque is taller than 22 metres; as such, a Quantitative Wind Impact Study has been submitted as part of the application.
Prohibited External Cladding Materials	8(20) The following external cladding materials shall be prohibited: (a) vinyl; (b) plastic; (c) plywood; (d) concrete block; (e) exterior insulation and finish systems where stucco is applied to rigid insulation; (f) metal siding utilizing exposed fasteners; (g) darkly tinted or mirrored glass	Queen's Marque is clad with Sandstone, Copper, Granite and Glass. No prohibited materials are being proposed.
Streetwall: Setbacks	9(1) Streetwalls shall have a streetline setback as specified on <u>Map 6</u> . (0-4 metres)	Queen's Marque is being developed with no streetwall setback (i.e. the building is being built tight against the Lower Water Street streetline).
Streetwall: Height	<p>9(2) The maximum streetwall height shall be as specified on <u>Map 7</u>. (18.5 metres)</p> <p>9(8) The requirements of (this section) can be varied in accordance with the criteria of the <i>Design Manual</i>.</p>	<p><u>Office Building Component:</u> Queen's Marque is proposing a 25.8 metre (84.6') high streetwall at the George Street and Lower Water Street intersection, which is articulated by a protruding copper mass. A variance is required.</p> <p><u>Residential Building Component:</u> Queen's Marque is proposing an 18.2 metre (59.7') high streetwall along Lower Water Street, which is articulated by two protruding copper masses. The streetwall height for this portion of the development is compliant.</p> <p><u>Hotel Building Component:</u></p>

Compliance (Current) (Y / N / N/A / Variance)	
Y	
Y	
Y	
Y	
Y	
Y	
Streetwall Height VARIANCE REQUIRED via LUB 9(8)	
Variance Criteria	Queen's Marque Discussion
DM Section 3.6.3 Streetwall heights may be varied by Site Plan Approval where: (a) the streetwall height is consistent with the objectives and guidelines of the Design Manual; and	a) The streetwall height of Queen's Marque is articulated in such a way as to create a comfortable human-scaled street enclosure which is consistent with the objectives and guidelines of the DM. The design bears the material quality and detail that is second to none among new developments in the City, and the streetwall does not cause adverse wind or shadow impacts along Lower Water Street. Furthermore, the vacant lot on Lower Water Street will be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experience.

LUB Topic	Regulation	Queen's Marque Discussion
		Queen's Marque is proposing a 32.9 metre (108') high streetwall at the Prince Street and Lower Water Street intersection, which is articulated by a floating Sandstone Bar. A variance is required.
Streetwall: Width	<p>9(5) A streetwall shall extend the full width of a lot abutting the streetline.</p> <p>9(6) On lots other than on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous.</p> <p>9(8) The requirements of (this section) can be varied in accordance with the provisions of the <i>Design Manual</i></p>	As a complete development site, Queen's Marque has 133.7 metres of frontage along Lower Water Street. However, the George Street and Prince Street Waterfront View Corridors represent 16 and 15.7 metres of non-streetwall frontage, respectively, leaving only 102 metres of buildable lot frontage for a streetwall. The gaps in the streetwall required for the View Corridors are consistent with the requirements of the DM and have a clear purpose, as it would be a violation of the LUB to build in these areas. Within the remaining developable streetwall width, however, there are three ground-level gates, one minor streetwall gap and a porte-cochère: a Variance is required.

Compliance (Current) (Y / N / N/A / Variance)	
<p>(c) the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or</p> <p>(d) where a landmark building element is called for pursuant to the Design Manual.</p>	<p>c) <u>Hotel Building Component:</u> The streetwall created by the sandstone bar is inspired by the height and scale of the Dominion Building across the street. This creates a symmetry in the use of materials and design on this part of Lower Water Street, consistent with the historic character of the street.</p> <p>There is also adequate separation between the historic Robertson Warehouse building on Lower Water Street, where the proposed height of the sandstone bar on the Hotel Building does not create any material adverse wind or lighting conditions on the Prince Street public plaza. The sandstone bar will help frame this portion of Lower Water Street in a way that emphasises its emergence as an important street in the downtown.</p> <p>d) <u>Hotel and Office Building Components:</u> At both corners of the building where a variation in the streetwall height is sought, the DM calls for 'Prominent Civic/Cultural Frontages' where "distinct massing articulation and architectural features (should) reinforce their visual prominence" (<u>DM Section 3.4.1</u>). At the Prince Street corner (Hotel Building), the floating sandstone bar above the porte-cochère emphasises the entrance to not one, but two, buildings. As this entrance to the building is the most recognizable and used part of the façade, "<i>it must be prominent, recognizable and accessible</i>" (<u>DM Section 3.3.3</u>). At the George Street Corner (Office Building), the most prominent of the three protruding chocks is showcased; there, the copper hull extends from the ground up to the highest of the streetwall heights.</p>

Streetwall Width VARIANCE REQUIRED via LUB 9(8)

Variance Criteria	Queen's Marquee Discussion
<p>DM Section 3.6.4 Streetwall widths may be varied by Site Plan Approval where:</p> <p>(a) the streetwall width is consistent with the objectives and guidelines of the Design Manual; and</p> <p>(b) the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.</p>	<p>a) Not only does the project fill an existing gap on the waterfront with a new development, the gaps in the streetwall are specifically designed to enhance the proposed pedestrian interface of the proposed building with the Harbour Walk. The "between the hulls" passages increase the permeability between the Harbour and Lower Water Street, encouraging pedestrians to explore the area and is consistent with the objectives and guidelines of the DM.</p> <p>b) <u>Ground-Level Gates:</u> In order to ensure ground-level permeability, three streetwall breaks are included in the building's design, which include two exposed pedestrian gates with access to the internal courtyard (4 and 3.9 wide) and one interior gate (4.9 metres wide). The two pedestrian gates provide both site lines and pedestrian access between Lower Water Street and the Harbour. They are</p>

LUB Topic	Regulation	Queen's Marque Discussion
Streetwall: Stepbacks	<p>9(7) The following minimum stepbacks above the streetwall shall apply...:</p> <p>(a) a minimum of 3 metres for that portion of a building that is equal to or less than 33.5 metres in height (Map 6).</p> <p>9(8) The requirements of this section can be varied in accordance with the provisions of the <i>Design Manual</i></p>	<p><u>Office Building Component:</u> Above the streetwall, the building is setback 5.6 metres (18.5'). This portion of the building is compliant with the LUB requirements.</p> <p><u>Residential Building Component:</u> Above the streetwall, the building is setback 3.4 metres (11.2') metres on the northernmost copper protrusion and 1.7 metres (5.6') metres on the southernmost copper protrusion. A variance is required.</p> <p><u>Hotel Building Component:</u> The streetwall extends the entire height of the building (32.9 metres or 108') at the Prince Street and Lower Water Street intersection; therefore, no streetwall stepback is proposed. A variance is required.</p>

Compliance (Current) (Y / N / N/A / Variance)	
	<p>consistent with the DM criteria for developments in Precinct 4 and in 'Schedule W'. These gates make a positive contribution to the streetscape through pedestrian engagement and variation along the streetwall.</p> <p><u>Streetwall Gap:</u> The only portion of the buildable lot that does not incorporate a streetwall is located at the north-west corner of the Office Building Component, where the building is separated from the George Street Waterfront View Corridor by a 6 metre separation. This gap appropriately frames the public plaza in the George Street View Corridor and gives pedestrians in this area the perception that they are standing next to a curved ship. This particular articulation provides for curvature of the exterior of the building, building on the imagery to a ship's hull. This gap also seamlessly transitions into the northern plaza adding to the overall public amenity space.</p> <p><u>Porte-Cochère:</u> The south-west corner of the Hotel Building contains a porte-cochère measuring 23.4 metres (76.8') wide. This feature is essential to the residential and hotel functions of the building. The porte-cochère is also consistent with the principals of the DM, providing covered areas for pedestrian travel. From a safety perspective, this design feature is essential to the development. Barring the use of a porte-cochère, hotel guests and residents of the residential block would be dropped off on the street, delivery persons would park and block traffic at all hours of the day. The porte-cochère also provides a point of engagement for individuals enjoying the landscaped plaza in the Prince Street view corridor.</p>
Upper Storey Streetwall Stepback VARIANCE REQUIRED via LUB 9(8)	
Variance Criteria	Queen's Marque Discussion
<p>DM Section 3.6.5 Upper storey streetwall setbacks may be varied by Site Plan Approval where:</p> <p>(a) the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and</p>	<p>Queen's Marque will fill an existing parking lot on the waterfront with a new development which will help secure the emergence of Lower Water Street as an important street. Hugging the streetline, the building will draw attention to the meandering quality of the street. Similarly, the reduced streetwall setback on a portion of the Residential Building, and the removal of the setback on the Hotel Building, are consistent with the requirements of the DM.</p> <p>The shape of the chocks (copper protrusions) that form part of the Residential Building were specifically designed to carry the cadence of the Robertson Warehouse building. The decrease in the setbacks is specifically tied to the streetline and a desire to have the building hug the street in a manner that preserves the meandering qualities of Lower Water Street and creates a sense of pedestrian engagement.</p>

LUB Topic	Regulation	Queen's Marque Discussion
Building Setbacks and Stepbacks	<p>10(3) On lots located outside of Central Blocks, as identified on Map 8, a low-rise building or the low-rise portion of a building may be setback from interior lot lines no more than 20% of the lot width.</p> <p>10(4) Above a height of 18.5 metres, or the height of the streetwall, the mid-rise portion of a building shall be setback from interior lot lines no less than 10% of the lot width or 5.5 metres, whichever is less.</p> <p><i>(N.B. The <u>Draft Downtown Halifax Land Use By-Law</u>, publicly released on March 16, 2016, has introduced specific clarifying amendments to confirm that a mid-story setback from internal lot lines would not be required on 'Schedule W' properties under common ownership and developed at the same time.)</i></p>	<p>Queen's Marque is being developed as a single building over multiple lots under common ownership, which is permitted in '<u>Schedule W</u>'. Because Queen's Marque is a single building, a variance for mid-rise upper story side yard stepbacks is not required.</p> <p>Instead – and because Queen's Marque is in fact one building – a variance to side yard setbacks is all that is required.</p>

Compliance (Current) (Y / N / N/A / Variance)	
<p>(b) the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.</p>	<p>The removal of the setback on the Hotel Building creates a Prominent Frontage and appropriately frames a new public plaza. There are de minimus impacts on sky views, wind and shadowing that would impact the pedestrian experience. In fact, the design of this corner, including the porte-cochère, provides an elevated level of pedestrian shelter from the elements.</p> <p>The creation of a Prominent Frontage, improved pedestrian shelter and connection to the historic Robertson Building, drawing emphasis to its historic character should all be considered positive benefits under the DM.</p> <p>At the south end of the building, the cantilevered sandstone bar is designed without setback. This is an important design feature that mimics the cadence, materials and structure of the Dominion Building across the street. This design feature creates a Prominent Frontage with a distinct design that reflects a specific time in Halifax's history, while simultaneously reimagining a part of Halifax's architectural character. Internal to the development and to the public Waterfront, the sandstone bar is specifically designed to frame the inner courtyard and the public plaza to be built in the Prince Street View Corridor.</p> <p>And, the setbacks created on the Residential Building are specifically designed to enhance Lower Water Street by carrying the rhythm of the historic Robertson Warehouse building in both their height and cadence.</p> <p>For Queen's Marque, the architectural nuances, as well as the grand gestures, are intended to enhance and preserve the historical character of the Precinct.</p>
Side Yard Setback VARIANCE REQUIRED via LUB 10(14)	
Variance Criteria	Queen's Marque Discussion
<p>DM Section 3.6.2 Side and rear yard setbacks may be varied by Site Plan Approval where:</p> <p>(a) the modified setback is consistent with the objectives and guidelines of the Design Manual; and</p> <p>(b) the modification does not negatively impact abutting uses by providing insufficient separation.</p>	<p>a) <u>Section 2.10</u> of the DM specifically notes that in '<u>Schedule W</u>', massing rules based on front side and rear property lines is not tenable: "because the location of the waters' edge is changeable, massing rules based on front, side and rear property lines, is not feasible." Reducing the required side yard setback to zero is, therefore, appropriate and consistent with DM requirements.</p> <p>b) Immediately abutting Queen's Marque to the north and south are the George Street and Prince Street View Corridors, respectively, which will both be redeveloped as public plazas. Both plazas are located on lands within the entire development site to be maintained for the public's enjoyment by Waterfront Development Corporation Limited.</p>

LUB Topic	Regulation	Queen's Marque Discussion
	<p><i>(N.B. LUB Section 10(4) is repeated in 11(1)(h) as a specific 'Schedule W' requirement)</i></p> <p>10(14) The requirements of (this section) can be varied through site plan approval where the relaxation is consistent with the provisions of the <i>Design Manual</i>.</p>	
PRECINCT SPECIFIC REQUIREMENTS		
Precinct 1 (Southern Waterfront) and 'Schedule W'	<p>11(1) In addition to all other requirements of this By-law, the following shall apply to Schedule W as shown on Map 1:</p> <p>(a) multiple buildings on a lot shall be permitted provided they are designed in a manner that permits future subdivision;</p>	<p>(a) The pier-building ('Rise-Again') is planned to be located on the same lot as the Office building component.</p>
	<p>(b) all buildings shall be setback no less than 8 metres from the ordinary high water mark;</p> <p><i>(N.B. The <u>Draft Downtown Halifax Land Use By-Law</u>, publicly released on March 16, 2016, has introduced specific clarifying amendments for 'Schedule W' to require the setback only from the eastern edge of the outer-built limit. This modification is a clarification that ensures that pier building are a part of the 'Schedule W' architecture.</i></p>	<p>(b) Queen's Marque has three finger pier buildings that protrude into the Halifax Harbour. Although there is a clear north-south Harbourwalk path that extends underneath two of the pier buildings and passes through the internal courtyard, the harbour walk also extends around each pier building offering more pedestrian open space opportunity. The boardwalk is a minimum of 8 metres wide on the most easterly edge of the finger pier buildings and a minimum of 3 metres wide on the other faces of the wharf structures. A variance is required where the pier buildings do not meet the ordinary high water mark setback requirements.</p>
	<p>(c) the maximum height of any building shall be 12.5 metres;</p> <p>(d) building height in clause (c) may increase at a rate of 1 metre for every additional 1 metre of setback</p>	<p>(c) See (d) below</p> <p>(d) The height of all buildings at the outer built limit is as follows:</p>

Compliance (Current) (Y / N / N/A / Variance)	
	The internal lot lines that separate the various building components of Queen's Marque will not negatively impact any abutting use. As a single building with shared services and fire-separated walls, the building will be built to National Building Code standards and requirements.
Y	
VARIANCE REQUIRED via LUB 11(2) and 11(6)	
Variance Criteria	Queen's Marque Discussion
<p>DM Section 3.6.10 For lands located in "Schedule W" on Map 1 of the <i>Downtown Halifax Land Use By-law</i>, the built form requirements of Section 11(1) of the LUB and Section 2.10 of Schedule S-1 of the LUB may be varied by Site Plan Approval where the variance will:</p> <p>(b) enhance the public realm in the area, including the extension of the east-west streets between Lower Water Street and the harbour and their intersection with the Halifax Harbour Walk, the pedestrian interface of the proposed building and the Halifax Harbour Walk, provide or improve sidewalks along Lower Water Street, or provide for public or private plazas or parks;</p>	<p><u>Section 2.10</u> of the DM provides the first clarification of this requirement in respect to 'Schedule W' lots. Here the setback is not necessarily measured from the ordinary high water mark; this setback could also be measured from the face of the Seawall (2.10(h)). By ordinary definition (<i>Miriam Webster</i>) a Seawall is 'a wall or embankment to protect the shore from erosion or to act as a breakwater'. The wharf structures at Queens Marque will be surrounded by a breakwater barrier and server to protect the underlying shoreline from erosion; therefore meeting the definition of Seawall.</p> <p>On the eastern edge of the development (the portion which is most exposed) the proposed buildings are setback by the required 8 meters.</p> <p>On the other faces, which are less exposed, the setback is reduced to 3 metres in some instances. This dimension reasonably supports public travel and has been determined by WDCL to be sufficient to support marine function. The building design in these areas complies with the DM requirement for finger-pier buildings perpendicular to Lower Water Street.</p> <p>(b) The proposed setback of 3 metres on the east-west faces of the wharves provides adequate separation between the buildings, provides for development of the now vacant lot in a way that provide an uninterrupted pedestrian experience; and enhances the neighbouring Cable Wharf building by modeling the slender east-west wharf passages that surround that building.</p>
Y	
Y	

LUB Topic	Regulation	Queen's Marque Discussion
	<p>from the minimum required setback from the ordinary high water mark;</p> <p>(e) the width of any building face parallel to the ordinary high water mark shall not exceed 21.5 metres;</p> <p>(f) any portion of a building above a height of 33.5 metres feet shall be a maximum width of 21.5 metres parallel to Lower Water Street and a maximum depth of 38.5 metres.</p> <p>(g) the width of any low-rise or mid-rise building face parallel to the ordinary high water mark may increase at a rate of 1 metre for every additional 1 metre setback from the ordinary high water mark;</p> <p>(h) buildings on lots with a streetline width greater than 27.5 metres shall be setback from interior lot lines no less than 10 % of the lot width or 8 metres, whichever is less. Where a lot has more than one streetline, the greater lot width shall apply; and</p>	<p><u>Office Building Component:</u> 7.4 metres; after which, an 18.2 metre (60') stepback occurs before the building eventually rises to its maximum allowable height</p> <p><u>'Rise-Again' Building Component:</u> 7.1 metres; total building height</p> <p><u>Residential Building Component:</u> N/A</p> <p><u>Hotel Building Component:</u> 7.1 metres; after which, an 22.8 metre (75') stepback occurs before the building eventually rises to its maximum allowable height</p> <p>(e) See (g) below</p> <p>(f) Queen's Marque is less than 33.5 metres tall</p> <p>(g) The width of all buildings where they meet the outer built limit is as follows:</p> <p><u>Office Building Component:</u> 10.5 metres (34.5'); after which, a 72.2 metre (237') setback occurs before the building eventually reaches its maximum allowable width</p> <p><u>'Rise-Again' Building Component:</u> 9.6 metres (31.5')</p> <p><u>Residential Building Component:</u> the Residential Building Component is setback 35.5 metres (116.75') from the water (see (i) below)</p> <p><u>Hotel Building Component:</u> 10.5 metres (34.5'); after which, a 85.3 metre (280') setback occurs before the building eventually reaches its maximum allowable width</p> <p>(h) Queen's Marque is being developed over multiple lots under common ownership, as well as concurrently over a continuous substructure; Queen's Marque does not require interior lot line setbacks.</p>

Compliance (Current) (Y / N / N/A / Variance)
Y
N/A
Y
Variance Required Addressed in 10(4) above

LUB Topic	Regulation	Queen's Marque Discussion
	(i) clauses (b) through (e) apply to any building or portion thereof within 30 metres of the ordinary high water mark	(i) See (b) to (g) above
Precinct 4 (Lower Central Downtown) and 'Schedule W'	<p>11(5) In addition to all other requirements of this By-law, the following shall apply to Schedule W as shown on Map 1:</p> <p>(a) the requirements of subsection (1); and,</p> <p>(b) on lots having less than 27.5 metres of frontage, streetwalls abutting Upper Water Street and Lower Water Street shall be 100% of the lot width at the streetline</p>	<p>(a) See 11(1) above</p> <p>(b) See 9(5) and 9(6) above</p>
Public Benefit Categories	<p>12.1 A building that exceeds the Maximum Pre-Bonus Height as shown on Map 4 shall be required to provide a public benefit on the lot...</p> <p>12.7 ...development pursuant to subsection (1) shall be permitted where the developer provides one or a combination of the following public benefits:</p> <p>(b) the provision of publicly accessible amenity or open space, where a deficiency in such spaces exists;</p> <p>(f) the provision of public art;</p> <p>(h) investment in public transit or active transportation infrastructure;</p> <p>(i) the provision of exemplary sustainable building practices.</p>	<p>Queen's Marque will be seeking post-bonus height approval on the grounds that it is:</p> <p>(b) providing significant publicly accessible amenity and open space on the project site;</p> <p>(f) providing public art for public viewing throughout the various public plazas;</p> <p>(h) investing in active transportation infrastructure, including major improvements to the waterfront boardwalk; and,</p> <p>(i) Queen's Marque is striving to be built in accordance with LEED Platinum® standards.</p>
Parking: Accessory Surface Parking	<p>14.1 Accessory Surface Parking Lots shall be prohibited (in Precinct 4)</p>	No permanent surface parking lots are being proposed. The porte-cochère (used for temporary Residential and Hotel vehicular pick-up/drop-off) and the loading areas associated with the Prince Street View Corridor will be used as idling zones for vehicles.
Bicycle Parking	<p>14.15 to 14.19</p> <ul style="list-style-type: none"> • <u>Multi-Unit Dwelling</u>: 0.5 spaces / unit (80% Class A, 20% Class B) • <u>Hotels</u>: 1 space / 20 rooms (Minimum 2 Class B spaces) • <u>Office</u>: 1 space / 500 sq. m. GFA (Minimum 2 Class B spaces) • <u>Retail</u>: 1 space / 300 sq. m. GFA 	<ul style="list-style-type: none"> • <u>Multi-Unit Dwelling</u>: 63 spaces (126 units; min. 51 Class A, 12 Class B) • <u>Hotels</u>: 6 spaces (110 rooms; min. 5 Class A, 1 Class B) • <u>Office</u>: 22 spaces (10,684 sq. m. total GFA; min. 11 Class A, 11 Class B)

Compliance (Current) (Y / N / N/A / Variance)	
	Y
	Y
	Y
	Y
	Y
	Y
	Y
	Y
	Y
	Y
	Y
	Y

LUB Topic	Regulation	Queen's Marque Discussion
	(Minimum 2 Class B spaces)	<ul style="list-style-type: none"> • <u>Retail</u>: 11 spaces (3,716 sq. m. total GFA; min. 2 Class A, 9 Class B)

Compliance (Current) (Y / N / N/A / Variance)





APPENDIX: B

APPENDIX B:
"SCHEDULE S-1: DESIGN MANUAL" COMPLIANCE SUMMARY

Legend:

	Compliant
	Not Applicable
	Variance Required

DESIGN MANUAL CHECKLIST	
Section	Design Manual Guidelines
2.4	PRECINCT 4: LOWER CENTRAL DOWNTOWN
a.	Allow for mixed-use high-rise infill development on large opportunity sites.
b.	Prohibit new surface parking lots of any kind.
c.	Ensure that existing surface parking lots and vacant sites are developed.
d.	Vacant sites shall be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experiences.
e.	The precinct is to be characterized by animated streetscapes.
f.	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.
g.	East-west streets shall continue to provide views between the Citadel and the Harbour.
h.	Extensions of east-west streets between Lower Water Street and the Harbour are required as key components in open space network.
i.	Establish the George Street and Carmichael Street corridor as a major east-west pedestrian connection, given the linkage between the Town Clock, the Grand Parade, and the Harbour.
j.	To ensure that the Halifax Harbourwalk is of a width and quality to be an important open space linkage with other precincts.
k.	Ensure that Lower Water Street shall be developed with a continuous streetwall and public realm design that emphasizes its meandering qualities and its emergence as an important street.
l.	To retain isolated heritage properties and protect them from inappropriate redevelopment.
m.	New waterfront development shall adhere to Section 2.10 of the Design Manual.
2.10	DOWNTOWN HALIFAX WATERFRONT
a.	Ensure that public access to the waterfront is maintained and improved, and that the waterfront is in use around the clock in all four seasons.

Queen's Marque Discussion		Compliance Yes / No / N/A / Variance
Queen's Marque is a mixed-use development containing Office, Hotel, Residential, Retail, Restaurant, Cultural and Public Open Space uses; the building is being built to its allowable post-bonus height.		Yes
No surface parking is being proposed.		Yes
Two existing surface parking lots are being redeveloped.		Yes
As a current vacant site, the proposed development will provide a continuous streetwall along Lower Water Street, except along the Prince Street and George Street View Corridors.		Yes
There is no animated or permeable street frontage long the west side of Lower Water Street (i.e. the Dominion Building). Queen's Marque will activate this segment of the street by introducing hotel and residential accesses and lobbies, an office lobby and atrium used for cultural and social events, several ground level retail uses, as well as upper story residential and office windows providing lighting and activity towards the street.		Yes
The porte-couchère for the residential and hotel building components is covered for pedestrian access and circulation; also, the pedestrian gates connecting Lower Water Street to the internal courtyard is covered.		Yes
The Prince Street and George Street View Corridors will be maintained and enhanced as public plazas.		Yes
The Prince Street and George Street View Corridors will be maintained and enhanced as public plazas.		Yes
The George Street View Corridor will be maintained and enhanced as public plazas.		Yes
Queen's Marque will extend and enhance the Harbourwalk by providing three new public plazas, an uninterrupted north-south connection, as well as boardwalks that extend out and around the three new finger pier buildings. The width of the boardwalks has been designed according to Waterfront Development Corporation Limited (WDCL) requirements.		Yes
The Lower Water Street streetwall has been designed with three protruding copper chocks that are canted 3% and angled to respect the meandering qualities of the street. Floating sandstone bar also acts as an entrance, or cornerstone, to a landmark district consisting of several sandstone buildings, including the Dominion Building, the Bank Of Nova Scotia Building, and the Art Gallery of Nova Scotia.		Yes
No isolated heritage properties are impacted by this development.		N/A
See 2.10 below		Yes
WDCL will operate and maintain all public lands, including the boardwalk and public plazas, ensuring continuous public use and access year-round.		Yes

b.	Ensure that a generally complete and consistent streetwall is built along Lower Water Street that permits visual and physical access to the harbour along the eastward extension of the east-west streets to the water's edge, and at intermediate locations as deemed appropriate.
c.	Ensure that views of the harbour and of the sky are preserved by requiring that the upper storeys of buildings above the streetwall present a slender face to Lower Water Street, and that their long dimension is arranged perpendicular to Lower Water Street.
d.	Ensure that the waterfront boardwalk is maintained, extended and improved, and that the public enjoyment of the boardwalk is not negatively impacted by abutting development.
e.	Ensure that public open spaces are provided where the eastward extension of east-west streets intersects the boardwalk. These open spaces shall be accomplished through the use of waterfront view corridors that extend from Lower Water Street to the water's edge.
f.	Ensure that waterfront development incorporates human-scaled building elements. This means a range of building details from small (masonry units, door knobs, window mountings, etc.) to medium (doors, windows, awnings, balconies, railings, signs, etc.) to large (expression of floor lines, expression of structural bays, cornice lines, etc.).
g.	Ensure that adequate consideration of future sea level rise has been incorporated into building design to avoid flooding, where ground floor residential uses are proposed.
h.	Ensure that all buildings are setback from the ordinary high water mark or face of Seawall by no less than 8 metres.
i.	Ensure building height immediately adjacent to the 8 metre setback shall not be higher than 12.5 metres. Height may increase as distance from the boardwalk or the water's edge increases at a rate of approximately one metre of vertical height for every one metre of horizontal setback from the boardwalk or water's edge.
j.	Ensure that every effort is made to provide north-south pedestrian connections through the middle of these large properties.
k.	Ensure that long, unbroken runs of building wall at the water's edge or boardwalk's edge are not permitted. The longest run of building face permissible abutting either the water's edge or the boardwalk shall be 21.5 metres. Building walls longer than 21.5 metres must be modulated through the use of such devices as articulation of the building mass, significant setbacks from the water's edge or boardwalk's edge, the interruption of the building wall with public spaces, etc. The general massing approach is to be one of linear "finger" buildings perpendicular to Lower Water Street resulting in a pattern of narrowing and widening of the public realm along the water's or Halifax boardwalk's edge.
l.	Ensure that high quality, low-maintenance site furnishings and lighting styles that conform to the requirements of the HRM Municipal Service Systems Design Guidelines ("HRM Red Book") are used in both private and public developments along the waterfront.
3.1	THE STREETWALL
3.1.1	Pedestrian-Oriented Commercial:
a.	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.
b.	High levels of transparency (non-reflective and non-tinted glazing) on a minimum of 75% of the first floor elevation.

Other than the Prince Street and George Street View Corridors - where no building may be erected - Queen's Marque will introduce a consistent streetwall along Lower Water Street. Various "gates" that pass underneath the building physically connect people from Lower Water Street to the water's edge while also offering visual porosity through the site.	Yes
The Prince Street and George Street View Corridors maintain views of the Harbour. The Office and Hotel building components that run perpendicular to Lower Water Street are reflective of ships hulls; they are slender and curved as they extend from Lower Water Street to the Harbour. The 350 foot long floating sandstone bar that sits atop the copper boats and that runs parallel to Lower Water Street, is a landmark building element emblematic of historic Downtown Halifax.	Yes
As per 2.10(a) above, WDCL will operate and maintain all public lands, including the boardwalk and public plazas, ensuring continuous public use and access year-round. The boardwalk will be seamlessly integrated with the adjacent waterfront uses.	Yes
The Prince Street and George Street View Corridors will be maintained and enhanced as public plazas.	Yes
The east-west orientated pier buildings are stepped down as they reach the Waterfront, ensuring a human-scaled environment. Furthermore, all ground floor uses around the public plazas and waterfront are retail or restaurant and will be design with highly transparent glass.	Yes
The finished floor elevation has been set at 2.9 metres Canadian Geodetic Vertical Datum (9.5 feet), with is higher than all adjacent waterfront uses. No ground floor residential units are proposed.	Yes
See Appendix A: LUB Compliance Summary for variance criteria and rationale	Variance
The east-west orientated pier buildings are stepped down as they reach the Waterfront reaching a height less than 12.5 metres.	Yes
A series of pedestrian 'gates' connect people from Lower Water Street to the internal courtyard.	Yes
No building face that meets the eastern-most face of the Halifax Harbour is wider than 21.5 metres.	Yes
The landscaped public plazas that surround Queen's Marque will incorporate a variety of highly durable and low maintenance materials, including wood, granite and stone. All landscaping design is approved by Waterfront Development Corporation Limited who will maintain the publically accessible lands..	Yes
All retail and restaurant spaces are located directly adjacent to a sidewalk, the Harbourwalk or one of the three proposed public plazas. The 20' structural grid allows for the articulation of narrow shop fronts.	Yes
Non reflective, highly transparent materials make up a majority of the first floor elevation (excluding the pedestrian gates).	Yes

c.	Frequent entries.
d.	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3, and is encouraged elsewhere throughout the downtown.
e.	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.
f.	Where non-commercial uses are proposed at-grade in those areas where permitted, they should be designed such that future conversion to retail or commercial uses is possible.
3.1.2	Streetwall Setback
a.	Minimal to no Setback (0-1.5m): ...
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.
c.	Institutional and Parkfront Setbacks (4m+): ...
3.1.3	Streetwall Height
	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.
3.2	PEDESTRIAN STREETSCAPES
3.2.1	Design of the Streetwall
a.	The streetwall should contribute to the ‘fine-grained’ character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.
b.	The streetwall should generally be built to occupy 100% of a property’s frontage along streets.
c.	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey setbacks.
d.	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.
e.	Streetwalls should be designed to have the highest possible material quality and detail.
f.	Streetwalls should have many windows and doors to provide ‘eyes on the street’ and a sense of animation and engagement.

As per 'a' above, the 20' structural grid allows for the articulation of narrow shop fronts which promote frequent entries on all sides of the development.	Yes
Queen's Marque is not located within the area identified on Map 3; however, all retail and restaurant entrances that face the internal courtyard are located under a building overhang for protection. Additionally, some retail and restaurant uses may be accessible from the pedestrian gates. During the spring, summer and autumn months, it is anticipated that tents, awnings, umbrellas and canopies can be considered to offer pedestrian refuge from the elements.	Yes
Café's and spill-out activity will be permitted and encouraged in the George and Prince St Plazas, the inner court, and along the Harbourwalk.	Yes
The only non-commercial use at grade is the residential lobby (not including the office, hotel and residential accessory uses, such as loading areas).	Yes
N/A	N/A
The Queen's Marque's Streetwall Stepback is in keeping with the adjacent Robertson Building and re requirements of the Land Use By-Law (0-4 metres).	Yes
N/A	N/A
See 3.2.1(a) below	Variance
The proposed streetwall is articulated by three copper 'boats' that protrude beneath the stone bar. The width and rhythm of these forms are directly informed by the adjacent Robertson Warehouse.	Yes
See Appendix A: LUB Compliance Summary for variance criteria and rationale	Variance
See Appendix A: LUB Compliance Summary for variance criteria and rationale	Variance
The Queen's Marque streetwall has been designed with particular care to reflect the scale and rhythm of Lower Water Street as established by the nearby Robertson Warehouse building. This is evident in the width of the chocks that front on Lower Water Street and the reference to the cornice line of the Robertson Warehouse in the height of the copper in those same chocks. Although the Robertson Warehouse building is not immediately abutting Queen's Marque (as the buildings will be separated by the 15.24 metre (50') wide Prince Street Public Plaza), the streetwall design is nonetheless intended to reflect the historic and unique character of the Precinct.	Yes
The proposed design uses only four materials of the highest quality: copper panels, sandstone from Wallace, NS, granite, and structural silicone curtain wall. The copper panels will provide a sense of detail and texture through perforations and three-dimension relief.	Yes
As noted in Section 3.1.1(b) above, the frequent entries and transparent ground floor provide a high degree of visibility at the street. The upper storeys of the building have large windows and balconies overlooking the public plazas and Lower Water Street.	Yes

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.
3.2.2	Building Orientation and 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.
b.	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space. Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.
c.	Sidyard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use By-law, except where required for through-block pedestrian connections or vehicular access.
3.2.3	Retail Uses
a.	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.
b.	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.
c.	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.
d.	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.
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. 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.
g.	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.
3.2.4	Residential Uses
a.	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.
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.
c.	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.
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.
e.	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.

The Queen's Marque site fronts on important public spaces on all four sides, resulting in a design that "has no back". This poses particularly challenging design issues. The design team has, however, been able to place most vents above the ground level, and most mechanical utility functions are located in the gates or underground parking garage ramps (i.e. they are not located along pedestrian frontages). A small garbage and loading area is located along the south façade.	Yes
Queen's Marque is framed by and directly orientated to Lower Water Street, two Waterfront View Corridors (public plazas), and an internal courtyard. The main Office entry is clearly defined as its own entrance at the Lower Water Street and George Street intersection, and the Hotel and Residential main entrances are clearly defined and located under the porte-couchère at the Lower Water Street and Prince Street intersection.	Yes
See 3.2.2(a) above	Yes
Queen's Marque is not located in the Central Blocks	N/A
Queen's Marque is not located on a mandatory Pedestrian-Oriented Commercial Street (Map 3).	N/A
Queen's Marque is not located on a mandatory Pedestrian-Oriented Commercial Street (Map 3).	N/A
Excluding the office, hotel and residential lobby areas (and other accessory uses), the entire ground floor is used for Retail and restaurant uses.	Yes
The retail areas along Lower Water Street are located directly adjacent to the street. The remaining retail areas are located directly adjacent to the Harbourwalk and the public plazas.	Yes
Further to 3.2.3(d) above , the retail uses with direct access to the internal courtyard are slightly recessed under a building projection. This provides pedestrian protection from the elements during all four seasons (see 3.1.1(d) above).	Yes
All entries are located at grade.	Yes
Signage will be well designed to meet the requirements of the Queen's Marque district.	Yes
Queen's Marque does not have townhomes	N/A
The residential lobby is located at grade and accessible via the porte-couchère which is marked by the floating sandstone bar above.	Yes
Queen's Marque does not feature a combination of individually accessed units and a lobby	N/A
All 2 and 3 bedroom units will have access to an outdoor roof terrace or large balcony.	Yes
Queen's Marque will not meet housing affordability requirements or programs	N/A

f.	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.
3.2.5	Sloping Conditions
a.	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.
b.	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.
c.	Provide windows, doors and other design articulation along facades; blank walls are not permitted.
d.	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.
e.	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.
f.	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.
3.7.6	Elevated Pedestrian Walkways
a. to e.	N/A
3.3	BUILDING DESIGN
3.1	Building Articulation
a.	<p>To encourage continuity in the streetscape and to ensure vertical ‘breaks’ in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.:</p> <ul style="list-style-type: none"> - Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. - Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. - Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.
b.	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown’s context and tradition.
c.	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.
d.	Street facing facades should have the highest design quality, however, all publicly viewed facades at the side and rear should have a consistent design expression.
3.3.2	Materials
a.	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.
b.	Too varied a range of building materials is discouraged in favour of achieving a unified building image.
c.	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.
d.	Changes in material should generally not occur at building corners.

All residential units will be designed to meet appropriate acoustic dampening requirements.	Yes
All ground floor uses are integrated with the varying grades around waterfront lands	Yes
Queen's Marque is being developed to the highest design standards. Building materials include copper, sandstone and vision glass, as well as granite for most landscaping features.	
All ground floor uses are articulated with doors and windows. Only under the pedestrian 'gates' are the "blank walls"; however, the experience of travelling under the floating sandstone bar above and between the ships copper hulls offers a unique pedestrian experience unlike anything else in the City.	Yes
No blank walls are being proposed.	Yes
No retail uses are located on the corner of the building fronting Lower Water Street.	N/A
Pedestrian entrances are located along each side of the building.	Yes
Queen's Marque is not proposing an elevated pedestrian walkway.	N/A
The base, middle and top of Queen's Marque is experienced differently on all four sides; however, the Design Manual principles are reflected	Yes
<ul style="list-style-type: none"> i. Base: The Base of the building is highly transparent with a variety of clearly identifiable pedestrian openings, including windows, doors and 'gates'. ii. Middle: the middle section of the building along the pier buildings are comprised of a slightly darker vision glass, as well as a copper scrim overlay. iii. Top: the sandstone bar can be viewed from any angle and represents the top and elongated middle of the building. Along the pier buildings, the 'tops' are designed with significantly more glazing to lessen the appearance of the overall building mass. 	
The materials, massing, and detailing of the proposed design references the surrounding context of historic downtown Halifax; however, they are employed in a contemporary way.	Yes
The massing for Queen's marque is articulated through the use of projections and material variation. This provides a massing that provides a comfortable sense of scale. Along Lower Water Street, a floating Sandstone Bar projects beyond the north and south building extents.	Yes
As each elevation of Queen's Marque faces important public spaces, great care in design and the highest quality materials have been used to ensure a consistent expression.	Yes
The proposed design features four materials: structural silicone curtain wall, copper cladding, granite and local Wallace sandstone. These materials were selected for their aesthetic qualities, their relationship to the surrounding context and ease of maintenance	Yes
See 3.3.2(a) above	Yes
All façades are within public view and therefore have a consistent material palette.	Yes
Material changes do not occur at corners	Yes

e.	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.
f.	In general, the appearance of building materials should be true to their nature and should not mimic other materials.
g.	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.
h.	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.
i.	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.
j.	Unpainted or unstained wood, including pressure-treated wood, is prohibited as a building material for permanent decks, balconies, patios, vernadas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.
3.3.3	Entrances
a.	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.
b.	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.
c.	Modest exceptions to setback and stepback requirements are possible to achieve these goals.
3.3.4	Roof Lines and Roofscapes
a.	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.
b.	The expression of the building 'top' (see previous) and roof, while clearly distinguished from the building 'middle', should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.
c.	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living "green roofs" is strongly encouraged.
d.	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building 'top'. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.
e.	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.

Queen's Marque will be constructed with stone, glass, and concrete	Yes
No prohibited materials will be used	Yes
No prohibited materials will be used	Yes
No prohibited materials will be used	
No prohibited materials will be used	Yes
No prohibited materials will be used	Yes
The three major entrances (office, residential, hotel) are all located under the dramatic overhang created by the floating sandstone bar	Yes
The projecting overhang provides weather protection to the main entrances and the lay-by. Furthermore, the arcade that surrounds the inner court provides weather protection for retail areas.	Yes
In line with the above criterion, the proposed design requires a stepback variation to provide a covered lay-by on Lower Water Street.	Yes
The Queen's Marque roof line is unique in its simplicity – the pure form of the sandstone bar provides a counterpoint to the more decorative heritage buildings found in the immediate surroundings (such as the Dominion Building on Lower Water Street). The design team will also engage an internationally recognized architectural lighting designer to provide unique yet appropriate lighting treatments that accentuate the roof line.	Yes
The building is experienced differently along each façade. However, the sandstone bar that runs parallel to Lower Water Street can be consistently viewed from each angle. This feature is clearly identifiable as the building's uppermost feature.	Yes
<p>Queen's Marque is designed with a variety of stepbacks tapering away from the Harbour resulting in several large flat rooftops. All accessible roofs will be designed as per the LUB definition of 'landscaped area' (i.e. comprised of three of more elements):</p> <p>Level 3 <u>Office Building Component:</u> a 250 square metre rooftop deck will be fully accessible and landscaped as a rooftop patio for office tenants. <u>Hotel Building Component:</u> a 250 square metre rooftop deck will be fully accessible and landscaped as a rooftop patio bar incorporated with either the Hotel or the restaurant below.</p> <p>Level 6 <u>Residential Building Component:</u> a 517 square metre rooftop deck will be fully accessible and landscaped as a rooftop patio for residential tenants. <u>Office Building Component:</u> a 758 square metre rooftop deck will be fully accessible and landscaped as a rooftop patio for office tenants</p>	Yes
All rooftop equipment, including the elevator enclosure, will be setback from the edge of the rooftop and set behind the building's parapet. All equipment should be visually screened from the ground level	Yes
Queen's Marque is not a low-rise building.	N/A

f.	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.
3.4	CIVIC CHARACTER
3.4.1	Prominent Frontages and View Termini
a.	Prominent Visual Terminus Sites: ...
b.	Prominent Civic Frontage: These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.
3.4.2	Corner Sites
a.	Provision of a change in the building massing at the corner, in relation to the streetwall.
b.	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.
c.	Developments on all corner sites must provide a frontal design to both street frontages.
d.	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.
3.4.3	Civic Buildings
e. to h.	N/A
3.5	PARKING, SERVICES AND UTILITIES
3.5.1	Vehicular Access, Circulation, Loading and Utilities
a.	Locate parking underground or internal to the building (preferred), or to the rear of buildings.
b.	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.
c.	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.
d.	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well-designed doors and entries.
e.	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.
f.	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.
3.5.2	Parking Structures

A consistent parapet will wrap the entire sandstone bar which will carry over the public facing design treatment to the back-side of the parapet, where reasonable	Yes
Queen's Marque is not located on a Prominent Visual Terminus Site as shown on Map 9 in the Land Use By-law.	N/A
The Queen's Marque site occupies two corners with prominent frontages according to Map 1. The <i>Design Manual</i> states that these buildings "should provide distinctive massing, articulation and architectural features so as to reinforce their visual prominence." At both of these corners the floating sandstone bar cantilevers creating a distinctive and unique massing unlike anything else found in Halifax.	Yes
The building at the George Street and Lower Water Street intersection is marked by an increase in the height of the copper protrusion in relation to the rest of the Lower Water Street streetwall. The building at the Prince Street and Lower water Street intersection is marked by a floating sandstone bar.	Yes
The building at the Prince Street and Lower Water Street intersection is marked by two entry totems and the overhanging sandstone bar where the porte-couchère passes beneath.	Yes
The floating sandstone bar, which runs parallel to Lower Water Street, is experienced differently at the entrances to the George Street and Prince Street corridors: on the George Street corridor, the sandstone bar is flush with transparent glazing; and, on the Prince Street corridor, residential patios overlook the plaza below.	Yes
The south and north facades both form the edges of two new public plazas and have been designed to provide an active ground floor condition.	Yes
Queen's Marque is not a 'Civic Building'	N/A
The proposed design provides over 300 underground parking spaces.	Yes
The access to the underground parking is located near the porte-cochère which provides safe vehicular circulation for all uses and access to Lower Water Street.	Yes
Queen's Marque is surrounded by public spaces on all four sides, including Lower Water Street, two required public plazas, and the Harbour Walk on the Waterfront. It is near impossible to locate any loading, storage, and areas for delivery and trash pick-up out of public view. Queen's Marque has nonetheless been designed to seamlessly incorporate loading areas into the building's façade, and delivery and pick-up times are intended to be scheduled during non-peak pedestrian hours	Yes
As per 3.5.1(c) above , a small garbage/loading area is unavoidable on the ground floor. As the project site is surrounded on all sides by public space, this area fronts on the Prince Street plaza. The cladding will be of the same quality as the rest of the building to minimize the visual impact, and the paving and landscaping material will be continuous.	Yes
Where possible, all utilities, mechanical equipment and metres will be integrated into the building's design and screened accordingly.	Yes
Where possible, all HVAC and utility hook-ups will be located away from public streets and screened accordingly.	Yes

a. to o.	N/A
3.5.3	Surface Parking
a. to d.	N/A
3.5.4	Lighting
a.	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.
b.	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.
c.	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.
d.	Encourage subtle night-lighting of retail display windows.
e.	Ensure there is no 'light trespass' onto adjacent residential areas by the use of shielded "full cut-off" fixtures.
f.	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.
3.5.5	Signs
a.	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.
b.	Signs should not obscure windows, cornices or other architectural elements.
c.	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.
d.	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.
e.	Signs on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within architectural orders.
f.	Street addressing shall be clearly visible for every building.
g.	The material used in signage shall be durable and of high quality, and should relate to the materials and design language of the building.

Queen's Marque does not incorporate an above-grade multi-storey parking garage	N/A
Queen's Marque is not proposing surface parking lots	N/A
Prominent landscape, architectural and art features will be appropriately lit.	Yes
A variety of lighting options will be incorporated into the final design of the building, including the landscape art artistic elements that surround the building.	Yes
In furtherance of 3.4.1(b) above , Queen's Marque is a landmark building design. Lighting will be an integral component of all aspects of the project, including lighting components of the building, landscaping, and public art and plaza spaces. The most iconic of all lighting profiles will be the art piece located on top of the 'Rise-Again' pier-building; the intention is that the lighting component of the art piece will act as a beacon to Nova Scotians.	Yes
All ground-level retail uses will be incorporate subtle lighting at night time around entrances, signage and display windows.	Yes
There are no adjacent residential areas.	N/A
Lighting will not create glare or pedestrians or motorists.	Yes
All signs will be carefully located and integrated into the building's design.	Yes
No signs will obscure windows, cornices or important architectural features.	Yes
All ground-level retail and restaurant uses will incorporate pedestrian scale signage. Queen's Marque will locate primary office tenant and hotel signage in appropriate, visible locations.	Yes
No prohibited signs are being proposed.	Yes
Queen's Marque is not a heritage building.	N/A
Street addressing shall comply with Municipal requirements.	Yes
All signage will be durable and of high quality and will relate to the design language of the building.	Yes



ATTACHMENT C:
Architectural Renderings



QUEEN'S MARQUE



QUEEN'S MARQUE



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Attachment D – HRM’s Detailed Review of the Identified Variances

Note: The order and references to the identified variances match those that are found in Part 4 of the “Statement of Design Rationale” (Attachment B).

Part A: Minimum Ground Floor Height (Land Uses at Grade)

- 1) Ground Floor Height: Section 8, subsection (13), states that the ground floor of a building, excluding a parking garage, which has access at the streetline, shall have a floor-to-floor height of no less than 4.5 metres.**

Non-compliance: Most of the ground floor along Lower Water Street, except for the office lobby atrium, is non-compliant. The ground level floor-to-floor height for the areas of non-compliance is proposed to be 4.2 metres, a deficiency of 0.3 metres.

Variance option: Section 3.6.15 of the Design Manual allows for a variance to the minimum ground floor height subject to meeting the criteria as follows:

- 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 at least one of the following:

- 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,
- d. 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,
- 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; or,
- f. 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.

Response: Staff advise that the variance request can be considered under clauses a., b., and d. of section 3.6.15 of the Design Manual. Section 4.3.3 of the Design Manual (Grade Level Height and Articulation) identifies the continuity of the grade level as a significant aspect of experiencing the transition from a heritage building to a new building. Clause a. of section 4.3.3 encourages the maintenance of the same or similar height of the first storey of new buildings to the first storey datum line of heritage buildings. In the case of the Robertson Warehouse building, which is a Registered Heritage Building, 4.2 metres is the approximate height from the floor to the first storey datum line. As such, staff recommend approval of the requested variance.

Part B: Maximum Streetwall Height

- 2) Maximum Streetwall Height along Southern End of Lower Water Street: Section 9, subsection (2), states that maximum streetwall heights are to be in accordance with Map 7**

of the Land Use By-law, which establishes that the streetwall height is to be a maximum of 18.5 metres along Lower Water Street.

- 3) **Maximum Streetwall Height along Lower Water Street for the Higher-Rise Angled Copper-Clad Chock:** Section 9, subsection (2), states that maximum streetwall heights are to be in accordance with Map 7 of the Land Use By-law, which establishes that the streetwall height is to be a maximum of 18.5 metres along Lower Water Street.

Non-compliance: There are two areas of non-compliance:

- The portion of the Lower Water Street streetwall between the Prince Street Waterfront View Corridor and the first low-rise angled copper-clad chock is proposed to be 32.9 metres, a net increase of 14.4 metres over the maximum permitted height; and
- The portion of the Lower Water Street streetwall represented by the higher-rise angled copper-clad chock is proposed to be 25.8 metres, a net increase of 7.3 metres over the maximum permitted height.

Variance option: Section 3.6.3 of the Design Manual allows for a variance to the streetwall height subject to meeting the criteria as follows:

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

Response: Staff advise that variance requests can be considered under clauses a. and d. of section 3.6.3 of the Design Manual. In this case, the subject portions of the Lower Water Street frontage are identified as Prominent Civic/Cultural Frontages on Map 1 (Civic Character) of the Design Manual and are also located at corners (with waterfront view corridors). Section 3.4 of the Design Manual states the following in terms of Civic Character:

The downtown's civic character is largely defined by highly visible sites occupying important symbolic locations, or that have important public functions. These include sites that form view termini, sites adjacent to significant public open spaces, corner and gateway sites, and civic buildings. Since these sites help shape the image and character of an area, and of the whole downtown, they have a greater civic obligation to meet the highest possible standards in design and material quality. To enhance the distinction and landmark quality of new buildings in these locations, modest exceptions to setbacks and height restrictions are permitted to encourage massing and design that accentuate the visual prominence of the site. (Underline emphasis added)

The preamble to section 3.4.1 of the Design Manual identifies Prominent Frontages and View Termini as sites with exceptional visibility and opportunity for signature or landmark architectural treatments or features. The Design Manual goes on to say the following under section 3.4.1:

These sites can enhance the quality of public areas, reinforce downtown or precinct identities, orient pedestrians and strengthen civic pride. Accordingly, development on these sites has a greater civic responsibility that obliges consideration for the highest possible design and material quality. The design of these buildings should provide distinctive massing articulation and architectural features so as to reinforce their visual prominence. (Underline emphasis added)

Specifically, for Prominent Civic Frontages, clause b of section 3.4.1 states the following:

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.

Section 3.4.2 of the Design Manual states the following in terms of corner sites:

Corner buildings have a greater visual prominence given that they terminate two streetwalls and that they have excellent visual exposure from the open space created by street intersections. This special condition should be acknowledged with design responses such as:

- a. Provision of a change in the building massing at the corner, in relation to the streetwall.*
- b. Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.*
- c. Developments on all corner sites must provide a frontal design to both street frontages.*
- d. Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space. (Underline emphasis added)*

As part of its decision on the requested variances, the Design Review Committee should ensure that the building design also considers the need to provide a comfortable human-scaled street enclosure (see section 3.1.3 and clause c. of section 3.2.1 of the Design Manual). Of the two maximum streetwall height variance requests, the one being proposed along the southern end of the Lower Water Street frontage is the most problematic. Firstly, it is difficult to rationalize a near doubling of the maximum permitted streetwall height (from 18.5m to 32.9m) as being a modest variance. Secondly, a canyon effect along Lower Water Street will certainly be created if the requested variance is approved. This is due to the following two facts:

- (1) The Dominion Public Building, which sits across Lower Water Street from the subject site, already presents a tall streetwall along this portion of Lower Water Street; and
- (2) This portion of Lower Water Street is already quite narrow in width.

In regards to the higher-rise angled copper-clad chock streetwall, staff see more merit in the variance request. Firstly, the request is more modest in nature (from 18.5m to 25.8m). Secondly, the increase in streetwall height is to occur at the corner of the building where it is to face the George Street Waterfront View Corridor. The open space provided by this corner situation will provide some relief from the increase in streetwall height. Finally, the streetwall height of the Dominion Public building is substantially lower for this portion of Lower Water Street, thus minimizing the effect of a street canyon.

Therefore, in assessing the two requested variances for maximum streetwall height against the objectives and guidelines of the Design Manual, and with further consideration of existing site conditions, staff is prepared to recommend the refusal of the first one (southern end of Lower Water Street) and the approval of the second one (higher-rise angled copper-clad chock).

Part C: Minimum Streetwall Width

- 4) Minimum Streetwall Width along Lower Water Street (Porte-Cochère):** Section 9, subsection (6), states that on lots other than on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streeline, provided the streetwall is contiguous.
- 5) Minimum Streetwall Width along Lower Water Street (Pedestrian Gate Abutting Porte-Cochère):** Section 9, subsection (6), states that on lots other than on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streeline, provided the streetwall is contiguous.
- 6) Minimum Streetwall Width along Lower Water Street (Pedestrian Gate between Two Lower-Rise Angled Copper-Clad Chocks):** Section 9, subsection (6), states that on lots other than

on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous.

- 7) **Minimum Streetwall Width along Lower Water Street (Pedestrian Gate between Lower and Higher-Rise Angled Copper-Clad Chocks):** Section 9, subsection (6), states that on lots other than on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous.
- 8) **Minimum Streetwall Width along Lower Water Street (between Higher-Rise Angled Copper-Clad Chock and George Street Waterfront View Corridor):** Section 9, subsection (6), states that on lots other than on Central Blocks, the streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous.

Non-compliance: There are five areas of non-compliance in terms of streetwall width. The first is the porte-cochère serving both the hotel and residential components. The porte-cochère occupies a width of 23.4 metres of the streetwall, or approximately 22.9% of its total width. Three other areas of non-compliance are related to pedestrian gates distributed along the streetwall and which provides access between Lower Water Street and the central internal courtyard. The three pedestrian gates from north to south along the Lower Water Street streetwall have widths of 4 m, 4.9 m, and 3.9 m, respectively. The fifth area of non-compliance is related to the area of the building located between the higher-rise angled copper-clad chock and the George Street Waterfront View Corridor, which has a width of 6.0 m. It is important to note that for the porte-cochère and the pedestrian gate abutting the porte-cochère, the streetwall gap is only present at ground level, as the streetwall is present at full width above the ground floor. For the other three areas of non-compliance, the gap is for the entire height of the streetwall.

Variance option: Section 3.6.4 of the Design Manual allows for a variance to the streetwall width subject to meeting the criteria as follows:

- a. the streetwall width is consistent with the objectives and guidelines of the Design Manual; and
- b. the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.

Response: Staff advise that all five variance requests can be considered under clauses a. and b. of section 3.6.4 of the Design Manual. The porte-cochère serves an important function for the hotel component of the project. It allows for hotel guests to park their vehicles temporarily in order to register at the front counter. It also allows for the drop off and pick-up of luggage and hotel patrons by both private vehicles and taxis. Porte-cochères and lay-by areas are commonly associated with hotels in Halifax and elsewhere in North America. In the case of Lower Water Street, there is a no stopping condition along the east side of the street, so the establishment of a lay-by zone is not possible. The porte-cochère has a unique design approach being covered by a seemingly floating sandstone bar. It therefore meets the requirement of criterion b, i.e. it serves a clear purpose, it is well designed and it makes a positive contribution to the streetscape.

The three pedestrian gates also serve a clear purpose, as they are being established to facilitate access from Lower Water Street to the central internal courtyard. Their design is simple but clean, and they will make a positive contribution to the streetscape by increasing the level of porosity along Lower Water Street. The pedestrian gates are also supported throughout the Design Manual as follows:

- Section 2.4, clause e – The precinct is to be characterized by animated streetscapes.
- Section 2.10, clause a – Ensure that public access to the waterfront is maintained and improved, and that the waterfront is in use around the clock in all four seasons.
- Section 2.10, clause b – Ensure that a generally complete and consistent streetwall is built along Lower Water Street that permits visual and physical access to the harbour along the eastward extension of the east-west streets to the water's edge, and at intermediate locations as deemed appropriate.

For two of the pedestrian gates, i.e. those located in between the angled copper-clad chocks, the gap in the streetwall is for the full height of the streetwall. This also serves a clear purpose as the full height of the gaps helps to emphasize the presence of the actual pedestrian gateways and the chocks themselves. The full height of the gaps is supported throughout the Design Manual as follows:

- Section 2.4, clause k – Ensure that Lower Water Street shall be developed with a continuous streetwall and public realm design that emphasizes its meandering qualities and its emergence as an important street. (Underline emphasis added)
- Section 3.2.1, clause a – The streetwall should contribute to the ‘fine-grained’ character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.
- Section 4.3.2, clause a – Maintain the rhythm of existing heritage buildings, generally at a fine scale, typically in 6m to 12m intervals (storefronts, individual buildings, etc.) in a vertical proportion.
- Section 4.3.2, clause b – For larger or longer buildings, clearly articulate vertical divisions or bays in the façade at this rhythm.
- Section 4.3.2, clause c – Where appropriate for consistency, provide retail bays or frontages at the same rhythm.

For the area of the building located between the higher-rise angled copper-clad chock and the George Street Waterfront View Corridor, the gap in the streetwall also helps to emphasize the chock itself and is therefore supported by clause k of section 2.4, clause a of section 3.2.1, and clauses a, b, and c of section 4.3.2 of the Design Manual. In addition, the gap is supported throughout the Design Manual as follows:

- Section 3.2.2, clause b – Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.
- Section 3.4.2, clause a – Provision of a change in the building massing at the corner, in relation to the streetwall.
- Section 3.4.2, clause d – Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space. (Underline emphasis added)

In assessing the requested variances against the objectives and guidelines of the Design Manual, and with further consideration of existing site conditions, staff recommends approval of the requested variances.

Part D: Minimum Streetwall Stepback

- 9) Lower Water Street Upper Storey Streetwall Stepback (Above First Lower-Rise Angled Copper-Clad Chock from the Prince Street Waterfront View Corridor):** Section 9, subsection (7), states that above the prescribed height of a streetwall, buildings are to be stepback a minimum of 3.0 metres and above a height of 33.5 metres, buildings are to be stepback a minimum of 4.5 metres.

Non-compliance: There is one area of non-compliance. The upper storey streetwall stepback above the first lower-rise angled copper-clad chock from the Prince Street Waterfront View Corridor varies between 3.4 metres on the northernmost copper protrusion and 1.7 metres on the southernmost copper protrusion, a maximum deficiency of 1.3 metres at its lowest point.

It is important to note that the applicant has identified a second area of non-compliance in its submission, i.e. the lack of an upper storey streetwall stepback on the southern end of the Lower Water Street frontage (sandstone bar). However, since the applicant has also requested a variance to the maximum streetwall height at this location to allow the streetwall height to match the full height that is being proposed at this location (32.9 metres), it would be redundant to also request a variance to the minimum streetwall stepback.

Variance option: Section 3.6.5 of the Design Manual allows for a variance to the upper storey streetwall setback subject to meeting the criteria as follows:

- 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.

Note: In cases where the maximum streetwall height is within two storeys of the maximum building height, the Design Review Committee may reduce the maximum streetwall height to ensure an appropriate proportion of streetwall height to upper building height.

Response: Staff advise that the variance request can be considered under clauses a. and b. of section 3.6.5 of the Design Manual. In this case, the positive benefit resulting from the modification would be the proper expression of the meandering quality of Lower Water Street through the angling of the copper-clad chock. This is supported within the Design Manual as follows:

- Section 2.4, clause k – Ensure that Lower Water Street shall be developed with a continuous streetwall and public realm design that emphasizes its meandering qualities and its emergence as an important street. (Underline emphasis added)

As such, staff recommend approval of the requested variance.

Part E: Side and Rear Yard Setback for Mid-Rise Portions of Buildings

- 10) Interior Lot Line Setback on Either Side of the Future Subdivision Line Adjacent to the George Street Waterfront View Corridor: Section 10, subsection (4), states that above a height of 18.5 metres, or the height of the streetwall, the mid-rise portion of a building shall be setback from interior lot lines no less than 10% of the lot width or 5.5 metres, whichever is less. It also says that where a lot has more than one streetline, the greater lot width shall apply.**
- 11) Interior Lot Line Setback on Either Side of the Future Subdivision Line Adjacent to the Prince Street Waterfront View Corridor: Section 10, subsection (4), states that above a height of 18.5 metres, or the height of the streetwall, the mid-rise portion of a building shall be setback from interior lot lines no less than 10% of the lot width or 5.5 metres, whichever is less. It also says that where a lot has more than one streetline, the greater lot width shall apply.**

Non-compliance: There are two areas of non-compliance as the future main building will eventually be subdivided into three separate lots by two subdivision lines. No side yard setbacks are being proposed for the mid-rise portions of the main building.

Variance option: Section 3.6.2 of the Design Manual allows for a variance to the interior lot line (side and rear yard) setback for a mid-rise portion of a building subject to meeting the criteria as follows:

- a. the modified setback is consistent with the objectives and guidelines of the Design Manual; and
- b. the modification does not negatively impact abutting uses by providing insufficient separation.

Response: The subdivisions are being proposed for purely financing reasons. As interest rates, financing arrangements, and availability of lenders vary depending of the proposed use, i.e. office, multi-residential development, hotel, etc., it is to the advantage of the applicant to subdivide the main building into three separate lots, i.e. one to accommodate the office component, one to accommodate the residential component, and one to accommodate the hotel component. This will make the overall financing of the project much more affordable for the applicant and thus will make the project feasible from an economic standpoint.

Staff advise that the variance requests can be considered under clauses a. and b. of section 3.6.2 of the Design Manual. Staff advise that criterion b. is typically applicable in situations where two abutting properties are under different ownership and are developed independently. In this case, we have what amounts to a single project site that will be developed by the same ownership group, under one Construction Permit, and for the most part as a singular building over a common foundation and parking structure, which will then be subdivided at a later stage into three separate buildings for financing purposes only. The modifications will thus not impact abutting uses by providing insufficient separation.

Staff also advise that the requested variances are consistent with the objectives and guidelines of the Design Manual as follows:

- Section 2.4, clause a – Allow for mixed-use high-rise infill development on large opportunity sites.
- Section 2.4, clause c – Ensure that existing surface parking lots and vacant sites are developed.
- The preamble to section 2.10 – The downtown Halifax Waterfront presents unique challenges in structuring development regulations. Because the parcels tend to be very large, and because the location of the water's edge is changeable, the creation of building massing rules based on front, side and rear property lines, like those in the rest of downtown, is not feasible. Additionally there is the requirement for the provision of public open space on a continuous boardwalk along, and unimpeded public access to, the waterfront. These special conditions call for a special set of development rules that demand the highest level of development quality and public amenity while still being agile enough to respond to, and accommodate a wide range of design solutions. Therefore, for waterfront lands in precincts 1 and 4 located between Lower Water Street and the Harbour, a more flexible, design guideline-driven development review process is required. To that end, HRM will work collaboratively with the landowners along this section of the waterfront to fulfill the objectives of the DHSMPs.

As the complex will still very much function and appear as one building from the outside, it is the opinion of staff that the interior lot line setbacks are not warranted. Staff therefore recommend the approval of the requested variances.

Part F: Setback from the Ordinary High Water Mark (Precinct 1/Precinct 4 Built Form)

- 12) Building Setback from Ordinary High Water Mark (Various Locations on Project Site):**
Section 11, subsection (1), clause (b), states that all buildings shall be setback no less than 8 metres from the ordinary high water mark.

Non-compliance: There are numerous areas of non-compliance across the subject site, as the applicant is proposing various portions of the buildings to be built within the 8-metre setback, or beyond the ordinary high water mark on piers.

Variance option: For lands located in "Schedule W" on Map 1 of the Downtown Halifax Land Use By-law, Section 3.6.11 of the Design Manual allows for a variance to the setback from the ordinary high water mark subject to variance meeting the criteria as follows:

- a. provide for mixed-use high-rise infill development on large opportunity sites; or
- b. fill existing gaps created by vacant properties or parking lots with new development; or
- c. develop vacant lots in a way that provides a continuous streetwall and uninterrupted pedestrian experiences; or
- d. provide for animated streetscapes as detailed in the design manual; or
- e. focus pedestrian activities at sidewalk level through the provision of sidewalks protected from the weather through such means as well-designed canopies and awnings; or
- f. maintain or enhance the east-west streets to maintain important views between the Citadel and the harbour; or
- g. provide adequate separation between buildings; or
- h. ensure Lower Water Street has streetwall and landscaping conditions that emphasize its meandering qualities and emergence as an important street; or

- i. retain, enhance and protect isolated heritage properties.

Response: Staff advise that the variance request can be considered under clauses a, b, c, d, and f of section 3.6.11 of the Design Manual. The criteria for evaluating such variances is purposefully enabling and allows for a high degree of flexibility in dealing with variance requests to the Precinct 4 built form requirements for lands located within the Schedule W area (Waterfront Development Overlay). In addition, the Design Manual contains little guidance relative to the objective of the 8-metre setback from the ordinary high water mark, except for the following:

- Section 2.4, clause j – To ensure that the Halifax Harbourwalk is of a width and quality to be an important open space linkage with other precincts.
- Preamble to section 2.10 – The downtown Halifax Waterfront presents unique challenges in structuring development regulations. Because the parcels tend to be very large, and because the location of the water's edge is changeable, the creation of building massing rules based on front, side and rear property lines, like those in the rest of the downtown, is not feasible. Additionally there is the requirement for the provision of public open space on a continuous boardwalk along, and unimpeded public access to, the waterfront. These special conditions call for a special set of development rules that demand the highest level of development quality and public amenity while still being agile enough to respond to, and accommodate, a wide range of design solutions. Therefore, for waterfront lands in precincts 1 and 4 located between Lower Water Street and the Harbour, a more flexible, design guideline-driven development review process is required. To that end, HRM will work collaboratively with the landowners along this section of the waterfront to fulfill the objectives of the DHSMPS. The Waterfront Development Corporation Limited (WDCL), as the primary landowner in this area, has a special and ongoing role to play in the development of the waterfront. WDCL is the provincial Crown Corporation responsible for purchasing, consolidating, redeveloping and revitalizing lands around Halifax Harbour. The WDCL works with private sector developers to facilitate public and private investment in public infrastructure and amenities to further reinforce the waterfront as a vibrant place to live, do business, invest and visit. In recognition of this, HRM and WDCL will seek to negotiate an agreement to ensure that the respective mandates of the two organizations are co-operatively fulfilled through the administration of the DHSMPS.
- Section 2.10, clause a – Ensure that public access to the waterfront is maintained and improved, and that the waterfront is in use around the clock in all four seasons.
- Section 2.10, clause d – Ensure that the waterfront boardwalk is maintained, extended and improved, and that the public enjoyment of the boardwalk is not negatively impacted by abutting development.
- Section 2.10, clause h – Ensure that all buildings are setback from the ordinary high water mark or face of Seawall by no less than 8 metres.
- Section 2.10, clause i – Ensure building height immediately adjacent to the 8 metre setback shall not be higher than 12.5 metres. Height may increase as distance from the boardwalk or the water's edge increases at a rate of approximately one metre of vertical height for every one metre of horizontal setback from the boardwalk or water's edge.
- Section 2.10, clause j – Ensure that every effort is made to provide north-south pedestrian connections through the middle of these large properties. (Underline emphasis added)

The mention of the word "Seawall" under clause h of section 2.10 suggests that the purpose of the 8-metre setback from the ordinary high water mark is not meant to prevent buildings from being constructed on piers/wharves, but instead to promote a boardwalk of 8 metres in width along the edge of the water. Further to this, the site plan shows a continuous boardwalk along the water's edge with minimum widths of 8 metres on the most easterly edge of the boardwalk. However, along east-west faces of the piers, the boardwalk does drop to a width as narrow as 3 metres in some locations. It is important to note that all distances are to the edge of the wood wheel guard. In addition to the boardwalk along the water's edge, the proposal also includes the Harbourwalk, which is the primary north-south pedestrian travelled-way planned by the WDCL along the waterfront. The proposed Harbourwalk on the subject site has a

minimum width of 10.9 metres (pedestrian pass through “gates”) and therefore will provide sufficient connectivity to the rest of the waterfront.

The applicant is also proposing the creation of three large plazas as part of its plans for the site, which includes the two waterfront view corridors and a central internal courtyard, all of which will be interconnected with the Harbourwalk and the secondary boardwalk around the pier buildings. Finally, the applicant is also proposing a pier building with an angled roof (“Rise Again” building), and a reimagined Queen’s Landing slipway (stairs to the water), both of which will provide a new level of interaction with the Harbour.

Staff advise that the overall plan for the site allows for an improved waterfront with continuous and unimpeded public access to the water, as well as a Harbourwalk with a sufficient width to be an important linkage with other precincts. As such, staff recommend approval of the requested variance.

Part G: Maximum Streetwall Setback

- 13) Maximum Streetwall Setback along Lower Water Street for the Higher-Rise Angled Copper-Clad Chock: Section 9, subsection (1), states that streetwall setbacks from streetlines are to be in accordance with Map 6 of the Land Use By-law, which establishes that the streetwall setback along Lower Water Street is to be between 0 and 4 metres from the streetline.**

Non-compliance: The applicant did not request any variance to the maximum streetwall setback, but in its detailed review of the site plan approval application staff did uncover an area of non-compliance. The higher-rise angled copper-clad chock has a streetwall setback that varies between 2.4 metres and 4.9 in a south-north direction along its Lower Water Street frontage, a net increase of 0.9 metre over the maximum permitted streetwall setback.

Variance option: Section 3.6.1 of the Design Manual allows for a variance to the streetwall setback subject to meeting the criteria as follows:

- a. the streetwall setback is consistent with the objectives and guidelines of the Design Manual;
- b. on an existing building, where an addition is to be constructed, the existing structural elements of the building or other similar features are prohibitive in achieving the streetwall setback requirement; or
- c. the streetwall setback of abutting buildings is such that the streetwall setback would be inconsistent with the character of the street.

Response: Staff advise that the identified variance can be considered under clause a. of section 3.6.1 of the Design Manual. In this case, the modification would allow for the proper expression of the meandering quality of Lower Water Street through the angling of the copper-clad chock. This is supported within the Design Manual as follows:

- Section 2.4, clause k – Ensure that Lower Water Street shall be developed with a continuous streetwall and public realm design that emphasizes its meandering qualities and its emergence as an important street. (Underline emphasis added)

Accordingly, staff recommend approval of this variance.

ATTACHMENT E:
Wind Impact Study



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Final Report

Pedestrian Wind Study

RWDI # 1603092
July 12, 2016

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Queen's Marquee – Halifax, Nova Scotia
Pedestrian Wind Consultation
RWDI #1603092
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Tables

Table 1:	Pedestrian Wind Comfort and Safety Conditions
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Appendices

Appendix A:	Drawing List for Model Construction
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1. INTRODUCTION

Rowan Williams Davies & Irwin Inc. (RWDI) was retained by The Armour Group Limited to consult on the pedestrian wind conditions for the proposed Queen's Marquee development located in Halifax, Nova Scotia. The purpose of the study was to assess the wind environment around the development in terms of pedestrian wind comfort and safety. This objective was achieved through wind tunnel testing of a 1:300 scale model of the proposed development for the following configurations:

Configuration A - Existing: existing and approved surroundings without the proposed development and;

Configuration B - Proposed: existing and approved surroundings with the proposed development.

The photographs in Figures 1a and 1b show the test model in RWDI's boundary-layer wind tunnel. The proposed Queen's Marquee is a mixed-use development approximately 32 m high and consists of several above-grade level amenity spaces such as a landscaped roof with roof and bar patios. The test model was constructed using the design information and drawings listed in Appendix A. This report summarizes the methodology of wind tunnel studies for pedestrian wind conditions, describes the RWDI pedestrian wind criteria, presents the local wind conditions and their effects on pedestrians and provides conceptual wind control measures, where necessary.

2. SUMMARY OF WIND CONDITIONS

The main findings of the wind tunnel assessment can be summarized as follows, and are further discussed in Section 6 of this report:

- Overall, the addition of the proposed Queen's Marquee development has no significant impact on the existing surrounding wind conditions.
- The wind safety criterion was met at all grade level and above grade level areas of the site for both the Existing and Proposed test configurations.
- With the addition of the proposed Queen's Marquee development, appropriate wind comfort conditions are expected along Lower Water Street throughout the year.
- Suitable wind conditions are expected at most grade and above grade level areas of the site. Marginally higher-than-desired wind speeds are predicted at localized entrance locations and seating areas at grade level, as well as on the roof and bar patios during the winter season.
- Satisfactory wind speeds can be achieved through the use of various hard and soft landscape elements (coniferous trees and wind screens), as described in the report.

3. METHODOLOGY

As shown in Figures 1a and 1b, the wind tunnel model included the proposed Queen's Marquee development and all relevant surrounding buildings and topography within a 365 m radius of the study site. The boundary-layer wind conditions beyond the modelled area were also simulated in RWDI's wind tunnel. The model was instrumented with 100 wind speed sensors to measure mean and gust wind speeds at a full-scale height of approximately 1.5 m. These measurements were recorded for 36 equally incremented wind directions.

4. WIND CLIMATE

Wind statistics recorded at Shearwater Airport between 1984 and 2015 were analysed for the Summer (May through October) and Winter (November through April) seasons. Figure 2 graphically depicts the directional distributions of wind frequencies and speeds for the two seasons. Winds are frequent from the southwest quadrant in the summer, as indicated by the left wind rose in the figure. During the winter, the prevailing winds are from the northwest quadrant, as indicated by the wind rose on the right of the figure.

Strong winds of a mean speed greater than 30 km/h measured at the airport (at an anemometer height of 10m) occur for 2.4% and 10.6% of the time during the summer and winter seasons, respectively. Strong winds are evenly distributed among all directions during the summer. During the winter, strong winds from the northwest quadrant are more frequent, as indicated by the right wind rose in Figure 2.

Wind statistics from Shearwater Airport were combined with the wind tunnel data in order to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared with the RWDI criteria for pedestrian comfort and safety.

5. WIND CRITERIA

The RWDI pedestrian wind criteria are used in the current study. These criteria have been developed by RWDI through research and consulting practice since 1974 (References 1 through 6). They have also been widely accepted by municipal authorities as well as by the building design and city planning community.

RWDI Pedestrian Wind Criteria

Comfort Category	GEM Speed (km/h)	Description
Sitting	≤ 10	Calm or light breezes desired for outdoor restaurants and seating areas where one can read a paper without having it blown away
Standing	≤ 14	Gentle breezes suitable for main building entrances and bus stops
Strolling	≤ 17	Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park
Walking	≤ 20	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	> 20	Strong winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended
Notes: (1) Gust Equivalent Mean (GEM) speed = \max (mean speed, gust speed/1.85); and (2) GEM speeds listed above are based on a seasonal exceedance of 20% of the time between 6:00 and 23:00.		
Safety Criterion	Gust Speed (km/h)	Description
Exceeded	> 90	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is typically required
Note: Based on an annual exceedance of 9 hours or 0.1% of the time for 24 hours a day.		

A few additional comments are provided below to further explain the wind criteria and their applications.

- Both mean and gust speeds can affect pedestrian's comfort and their combined effect is typically quantified by a Gust Equivalent Mean (GEM) speed, with a gust factor of 1.85 (References 1, 5, 7 and 8).
- Instead of standard four seasons, two periods of summer (May to October) and winter (November to April) are adopted in the wind analysis, because in a moderate or cold climate such as that found in Halifax, there are distinct differences in pedestrian outdoor behaviours between these two time periods.
- Nightly hours between midnight and 5 o'clock in the morning are excluded from the wind analysis for wind comfort since limited usage of outdoor spaces is anticipated.
- A 20% exceedance is used in these criteria to determine the comfort category, which suggests that wind speeds would be comfortable for the corresponding activity at least 80% of the time or four out of five days.
- Only gust winds need to be considered in the wind safety criterion. These are usually rare events, but deserve special attention in city planning and building design due to their potential safety impact on pedestrians.



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- These criteria for wind forces represent average wind tolerance. They are sometimes subjective and regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can also affect people's perception of the wind climate. Comparisons of wind speeds for different building configurations are the most objective way in assessing local pedestrian wind conditions.

6. PREDICTED WIND CONDITIONS

Table 1, located in the Tables section of this report, presents the predicted wind comfort and safety conditions for the two test configurations. These conditions are graphically depicted on a site plan in Figures 3a through 4b. **The wind safety criterion was met at all grade level and above grade level areas of the site for both the existing and proposed test configurations.**

In our discussion of anticipated wind conditions, reference is made to the following generalized wind flow. When oblique winds are deflected down by a building, a localized increase in the wind activity can be expected around the downwind building corner at pedestrian level (see Image 1). If this building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity.



Image 1 – Corner Acceleration

The following is a detailed discussion of the suitability of the predicted wind comfort conditions for the anticipated pedestrian use of each area.

6.1 Grade Level (Locations 1 to 71)

6.1.1 Existing Configuration

The existing wind conditions at the grade level are generally comfortable for sitting and standing during summer (Figure 3a). Slightly higher winds speeds comfortable for walking or better are expected during winter (Figure 4a). No uncomfortable wind condition is predicted for the existing configuration.

6.1.2 Proposed Configuration

Wind conditions suitable for walking or strolling are appropriate for sidewalks. Lower wind speeds conducive to standing are preferred at main entrances where pedestrians are apt to linger, while sitting conditions are preferred at outdoor seating areas. For the proposed configuration, Locations 2, 8, 9, 11, 13, 16, 17, 19, 23, 26, 32, 33, 35, 38, 39, 52 and 53 represent the main entrances to the proposed development.

The wind conditions at the main entrances are generally predicted to be comfortable for sitting or standing for the both summer and winter seasons (Figures 3b and 4b). These wind conditions are considered appropriate for the entrances. However, in the winter a few entrance locations to the north and northeast are predicted to have marginally higher-than-desired wind speeds, comfortable for strolling (Locations 33, 35 and 39 in Figure 4b). The wind speeds at these locations exceed the appropriate comfort criteria (i.e., standing) by 1 to 2 km/hr and, as a result, may be considered acceptable for the intended use (see Locations 33, 35 and 39 in Table 1).

Wind speeds at all potential outdoor seating areas are mainly comfortable for sitting or standing in the summer (Locations 1,2, 8, 9, 10, 11, 13, 19, 20, 23, 33, 34, 35, 37, 38 and 60 to 70 in Figure 3b). In the winter, wind speeds comfortable for strolling or walking are expected at localized seating areas (Locations 33, 34, 60 to 62 in Figure 4b), but this is not a concern since these seating areas will not be frequently used in the winter.

In general, wind conditions at the sidewalks and remaining grade level areas on and around the site are expected to range between categories comfortable for standing, strolling and walking throughout the year, which is considered appropriate. Overall, the addition of the proposed Queen's Marquee development is predicted to have no significant impact on the existing wind conditions on and around the site and, the Lower Water Street pedestrian wind experience may in fact improve during both winter and summer months.

Wind conditions at all grade locations meet the safety criterion for both the existing and proposed configurations.

6.1.3 Wind Mitigation at Grade Level

The localized high wind speeds predicted at the entrances and seating areas to the east and north of the site are a result of seasonally stronger prevailing winds from the southeast and northwest quadrants that accelerate around the southeast and northeast corners of the buildings (see Image 1). During the winter, seating areas would not be used frequently and increased wind activity may be considered appropriate. Nonetheless, if more comfortable conditions are desired for these areas, local wind mitigation measures such as 30% porous wind screens at least 2 to 2.5 m high and/or planters may be implemented to the north of the area to improve the wind climate for the patrons. To be effective, the wind screens should be implemented perpendicular to the building façade along the northeast corner of the building (i.e., between locations 34 and 35, and locations 61 and 62). See Images 2 and 3 for examples of suggested mitigation measures.



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Image 2 – Example of Wind Screens or Landscaping at an Entrance



Image 3 – Examples of Suggested Mitigation Measures at the Outdoor Seating Areas

6.2 Above-Grade Level (Locations 72 to 100)

Typically for an accessible landscaped roof or roof patio, wind conditions that are comfortable for sitting or standing are desirable in the summer, depending upon the activity planned. During the winter, the area would not be used frequently and increased wind activity may be considered appropriate.

During the summer, appropriate wind comfort conditions are expected at all above grade level areas with the exception of localized areas on the south landscaped roof, where strolling conditions are predicted (Locations 82, 83 and 96 in Figure 3b). As per discussions with the design team, it is understood that these areas are not intended for passive pedestrian use; therefore, the marginally high wind speeds may be acceptable.

During the winter, higher wind speeds comfortable for strolling or walking are predicted at most above-grade level areas due to the occurrence of seasonally stronger prevailing winds in the winter than in the summer (see wind roses in Figure 2). Wind conditions at the seating areas such as the bar and roof patios are



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expected to be comfortable for strolling which is higher-than-desired for passive pedestrian activities. As mentioned earlier, these areas are less likely to be used in the winter; therefore increased wind activity may be considered acceptable.

If more comfortable conditions are desired during the shoulder seasons (spring or fall), wind mitigation measures such as a 30% porous parapet at least 2.5 to 3 m high and/or coniferous landscaping may be implemented around the north perimeter of the roof/bar patio to improve the wind conditions (See Image 4). See Image 5 for example of suggested mitigation measures.

The wind safety criterion was met at all above grade level areas of the site.

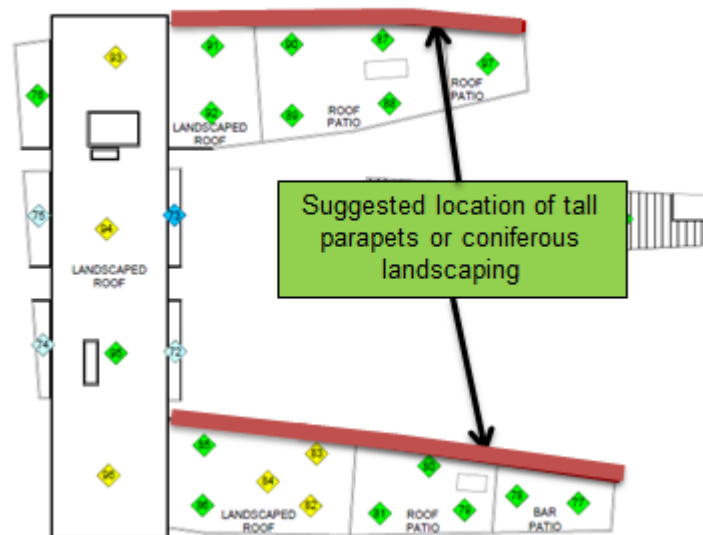


Image 4 – Suggested Location of Tall Parapet or Coniferous Landscaping (Winter)

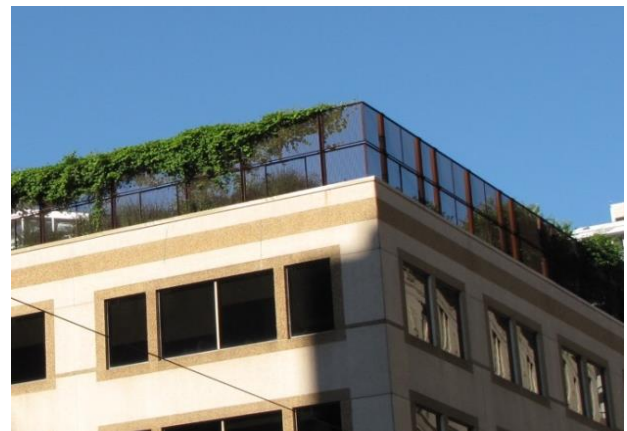


Image 5 – Examples of Suggested Mitigation Measures at Grade Level

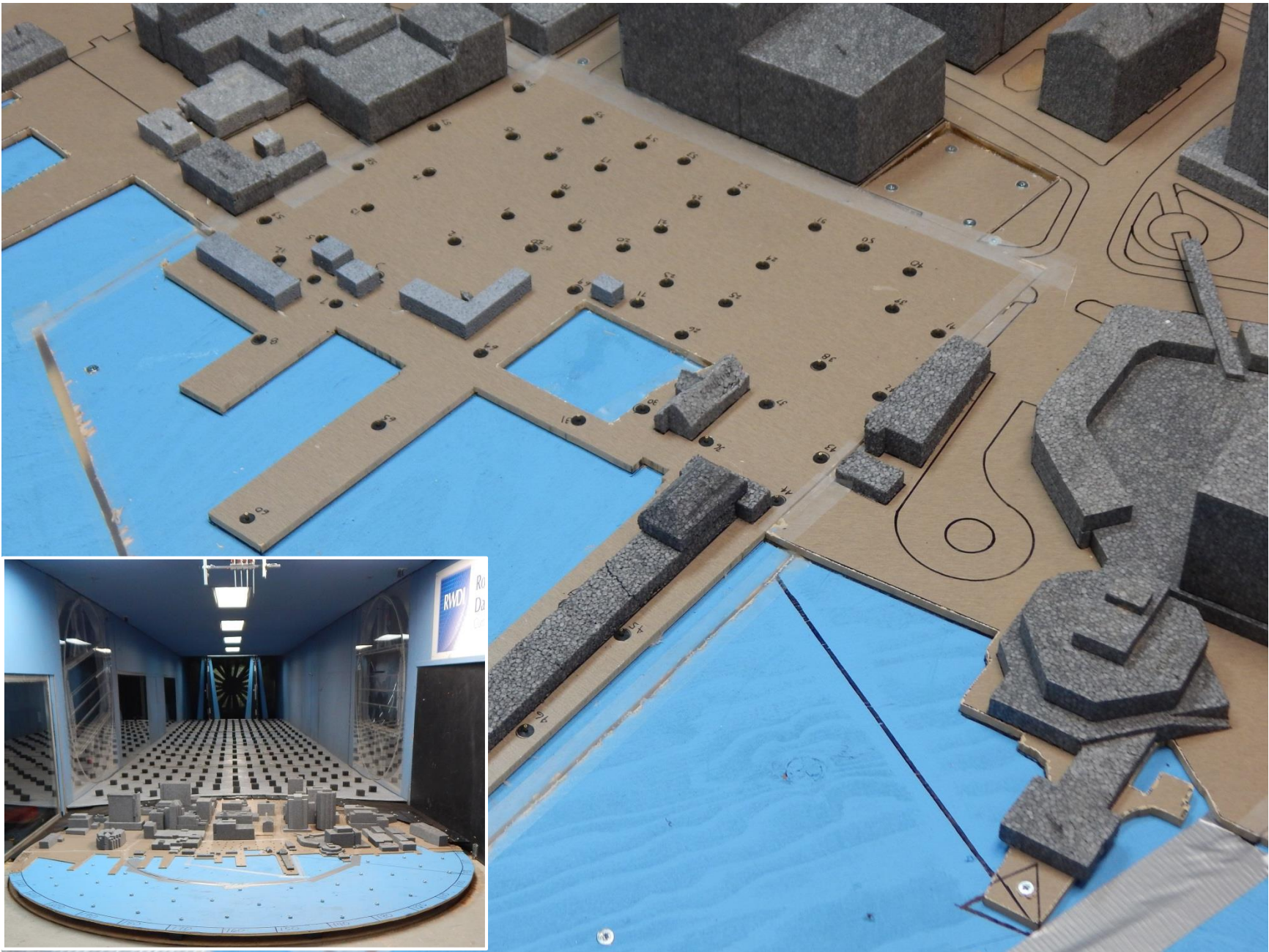
7. APPLICABILITY

The wind conditions presented in this report pertain to the model of the proposed Queen's Marquee development constructed using the architectural design drawings listed in Appendix A. Should there be significant design changes that deviate from this list of drawings, the wind conditions presented may change. Therefore, if significant changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

8. REFERENCES

- ASCE Task Committee on Outdoor Human Comfort (2004). *Outdoor Human Comfort and Its Assessment*, 68 pages, American Society of Civil Engineers, Reston, Virginia, USA.
- Williams, C.J., Hunter, M.A. and Waechter, W.F. (1990). "Criteria for Assessing the Pedestrian Wind Environment," *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.36, pp.811-815.
- Williams, C.J., Soligo M.J. and Cote, J. (1992). "A Discussion of the Components for a Comprehensive Pedestrian Level Comfort Criteria," *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.41-44, pp.2389-2390.
- Soligo, M.J., Irwin, P.A., and Williams, C.J. (1993). "Pedestrian Comfort Including Wind and Thermal Effects," *Third Asia-Pacific Symposium on Wind Engineering*, Hong Kong.
- Soligo, M.J., Irwin, P.A., Williams, C.J. and Schuyler, G.D. (1998). "A Comprehensive Assessment of Pedestrian Comfort Including Thermal Effects," *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.77&78, pp.753-766.
- Williams, C.J., Wu, H., Waechter, W.F. and Baker, H.A. (1999). "Experiences with Remedial Solutions to Control Pedestrian Wind Problems," *Tenth International Conference on Wind Engineering*, Copenhagen, Denmark.
- Lawson, T.V. (1973). "Wind Environment of Buildings: A Logical Approach to the Establishment of Criteria", *Report No. TVL 7321*, Department of Aeronautic Engineering, University of Bristol, Bristol, England.
- Durgin, F. H. (1997). "Pedestrian Level Wind Criteria Using the Equivalent average", *Journal of Wind Engineering and Industrial Aerodynamics*, Vol. 66, pp. 215-226

FIGURES



Wind Tunnel Study Model
Existing Configuration

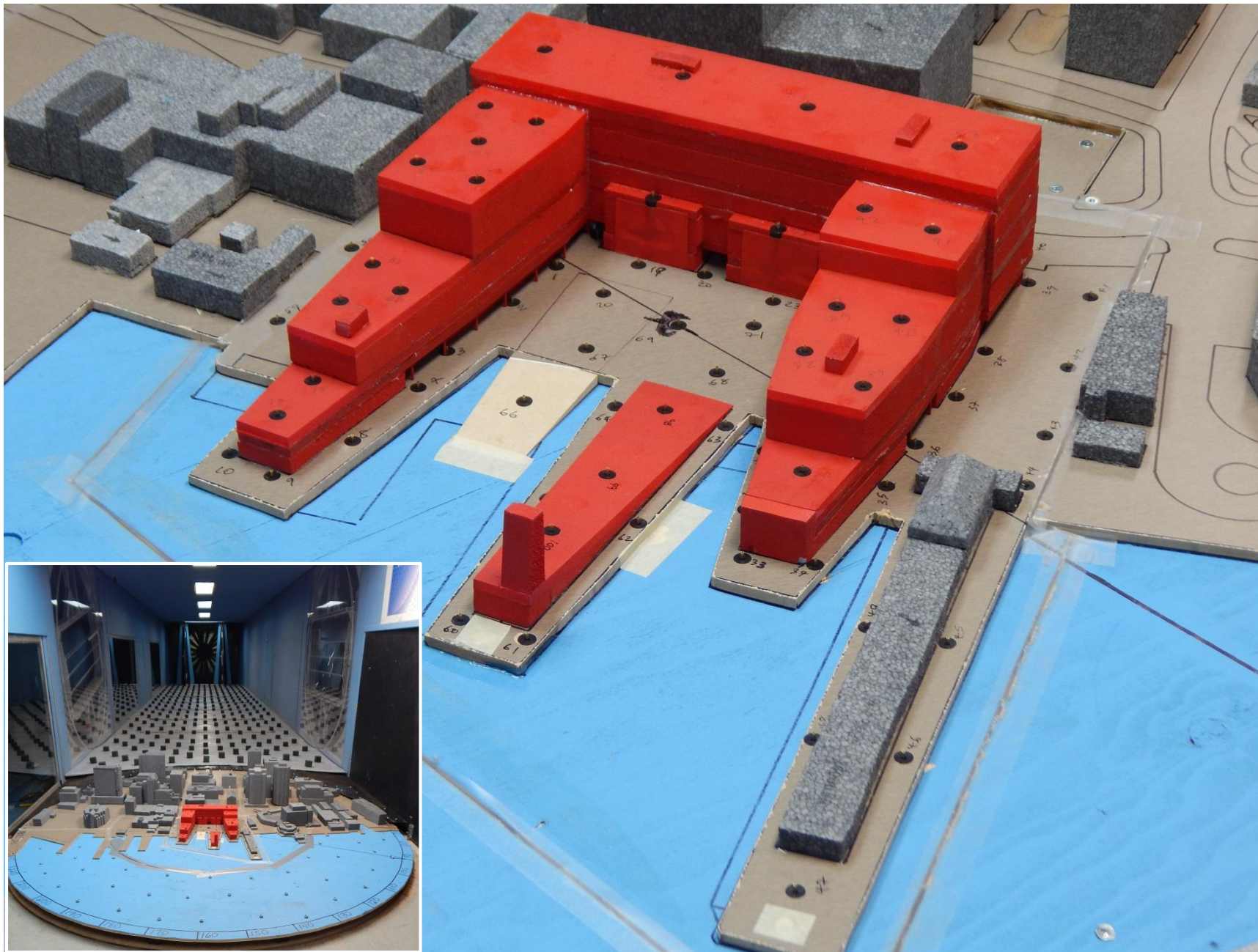
Queen's Marque – Halifax, Nova Scotia

Figure No. 1a

Date: June 15, 2016



Project #1603092



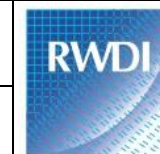
Wind Tunnel Study Model Proposed Configuration

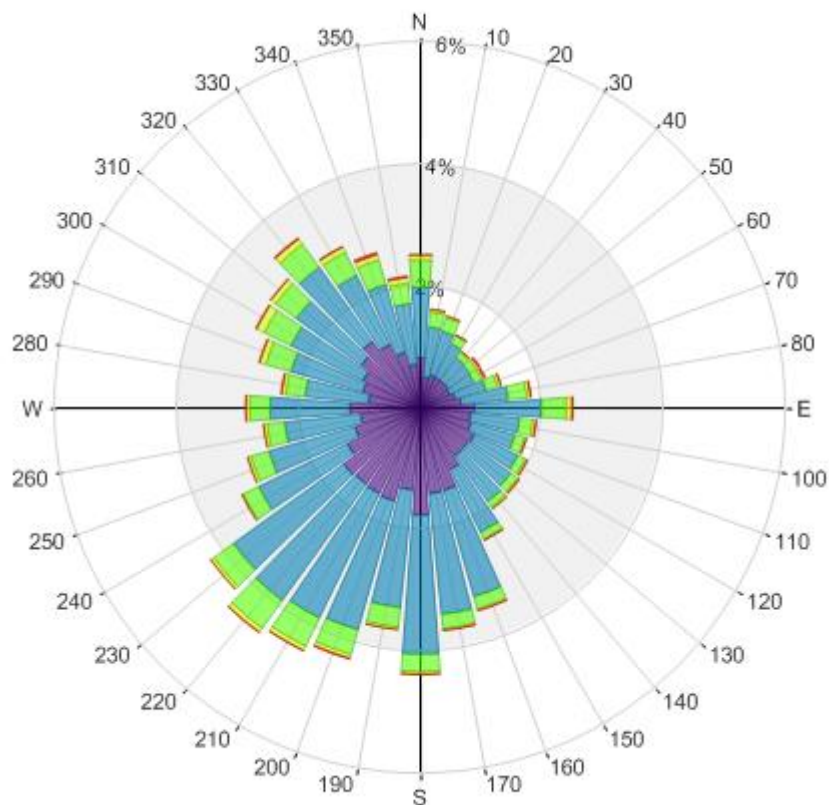
Queen's Marque – Halifax, Nova Scotia

Figure No. 1b

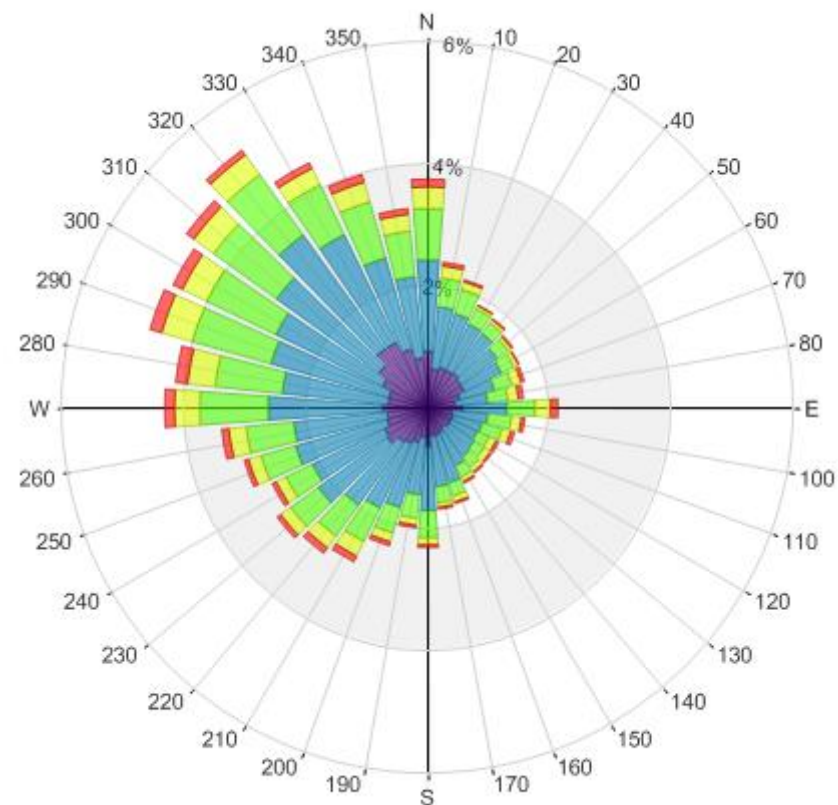
Project #1603092

Date: June 15, 2016





Summer
(May - October)



Winter
(November - April)

Wind Speed (km/h)	Probability (%)	
	Summer	Winter
Calm	4.9	3.1
1-10	37.0	24.1
11-20	44.9	41.5
21-30	10.7	20.7
31-40	2.0	7.7
>40	0.4	2.9

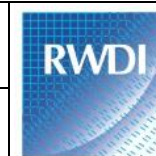
Directional Distribution (%) of Winds (Blowing From) **Shearwater Airport (1984 - 2015)**

Queen's Marque – Halifax, NS

Project #1603092

Figure No. 2






Date: June 16, 2016






LEGEND:

COMFORT CATEGORIES:

- Sitting — 
- Standing — 
- Strolling — 
- Walking — 
- Uncomfortable — 

SENSOR LOCATION:

-  Grade Level

Pedestrian Wind Comfort Conditions - Existing
Summer (May to October, 6:00 to 23:00)

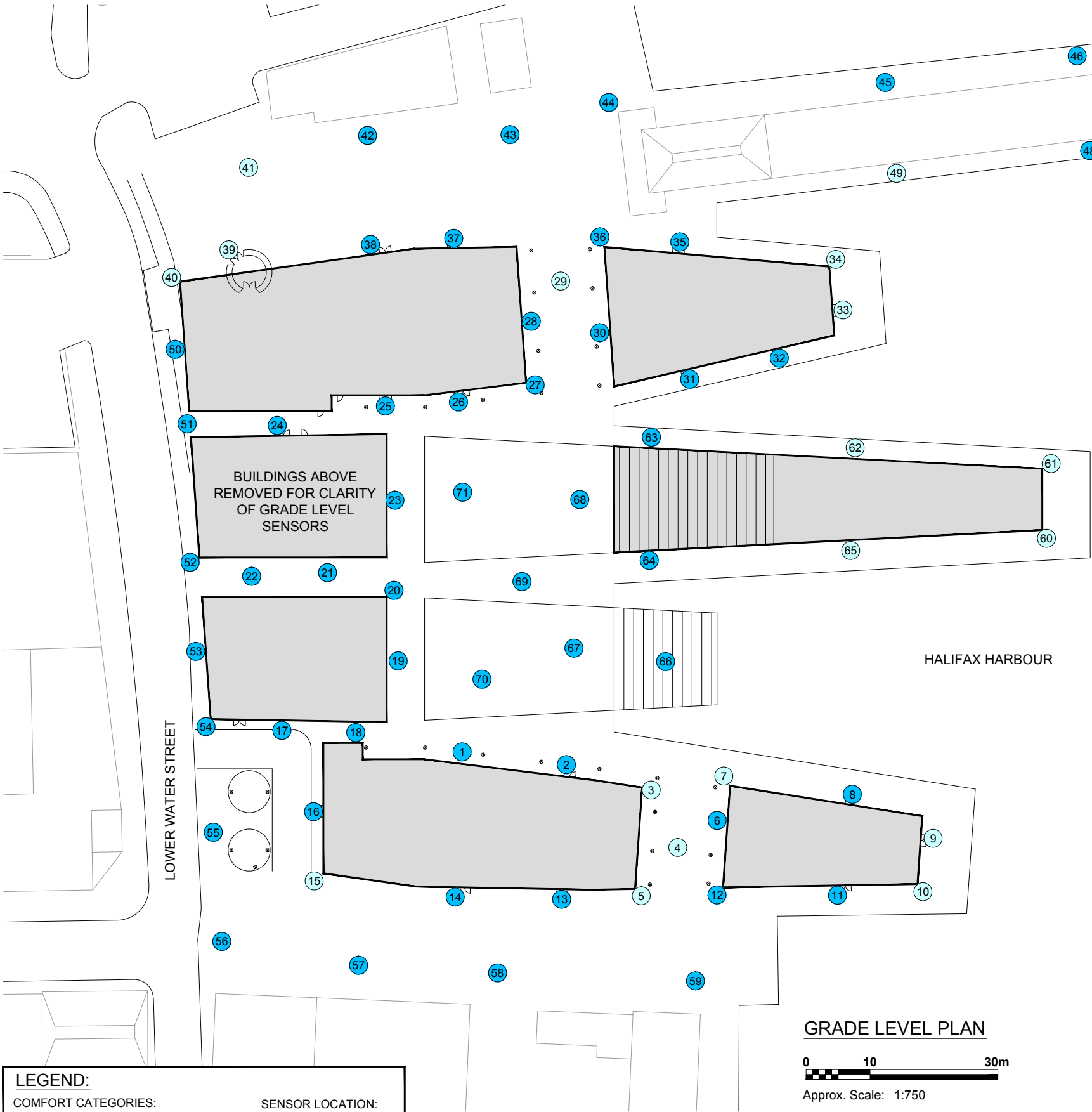
Queen's Marque - Halifax, Nova Scotia



Drawn by: ck	Figure: 3a
Approx. Scale:	1:750
Date Revised:	June 30, 2016



Project #1603092



LEGEND:

COMFORT CATEGORIES:

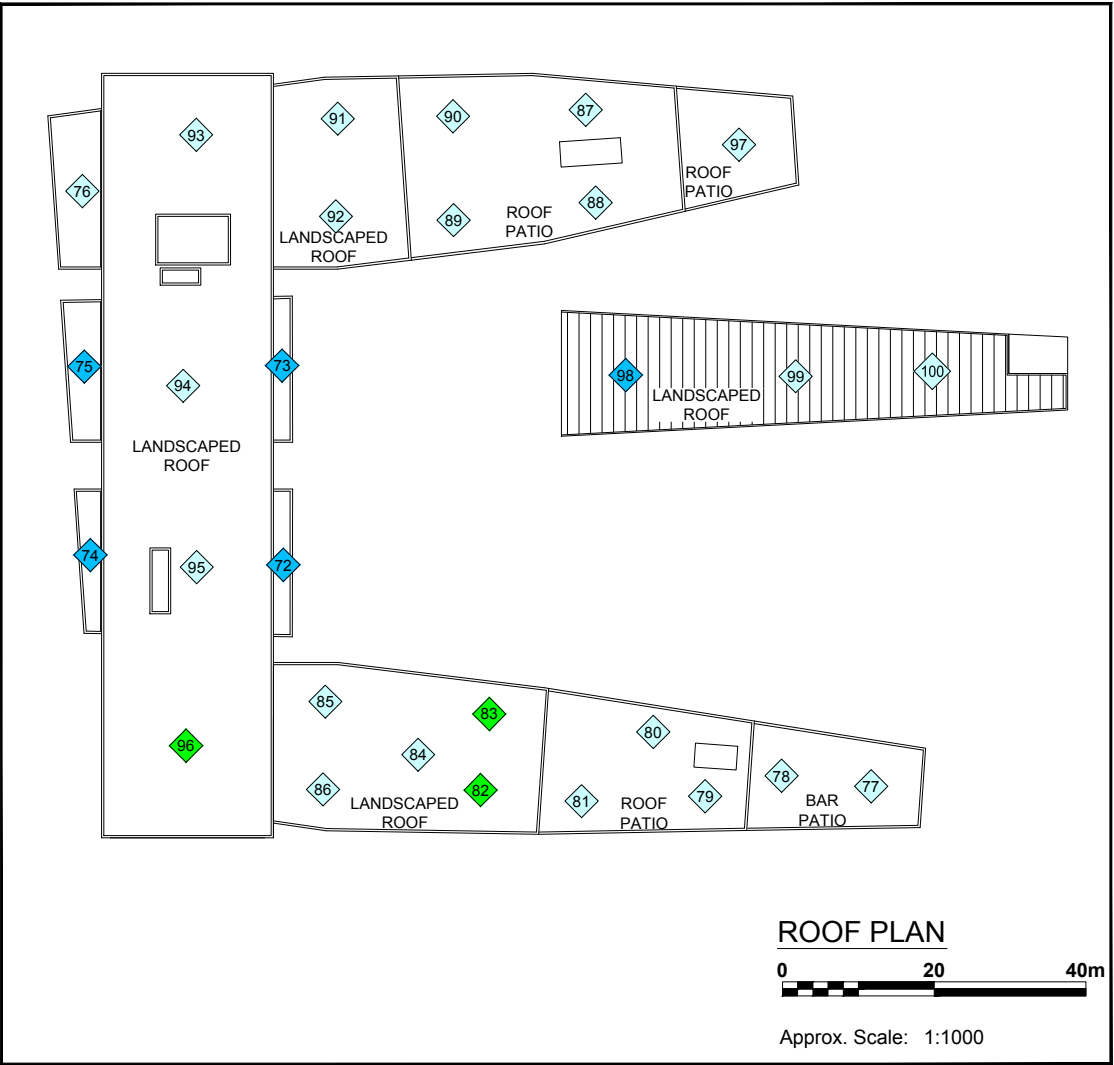
- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:

- Grade Level
- Roof Level

Pedestrian Wind Comfort Conditions - Proposed
Summer (May to October, 6:00 to 23:00)

Queen's Marque - Halifax, Nova Scotia



True North

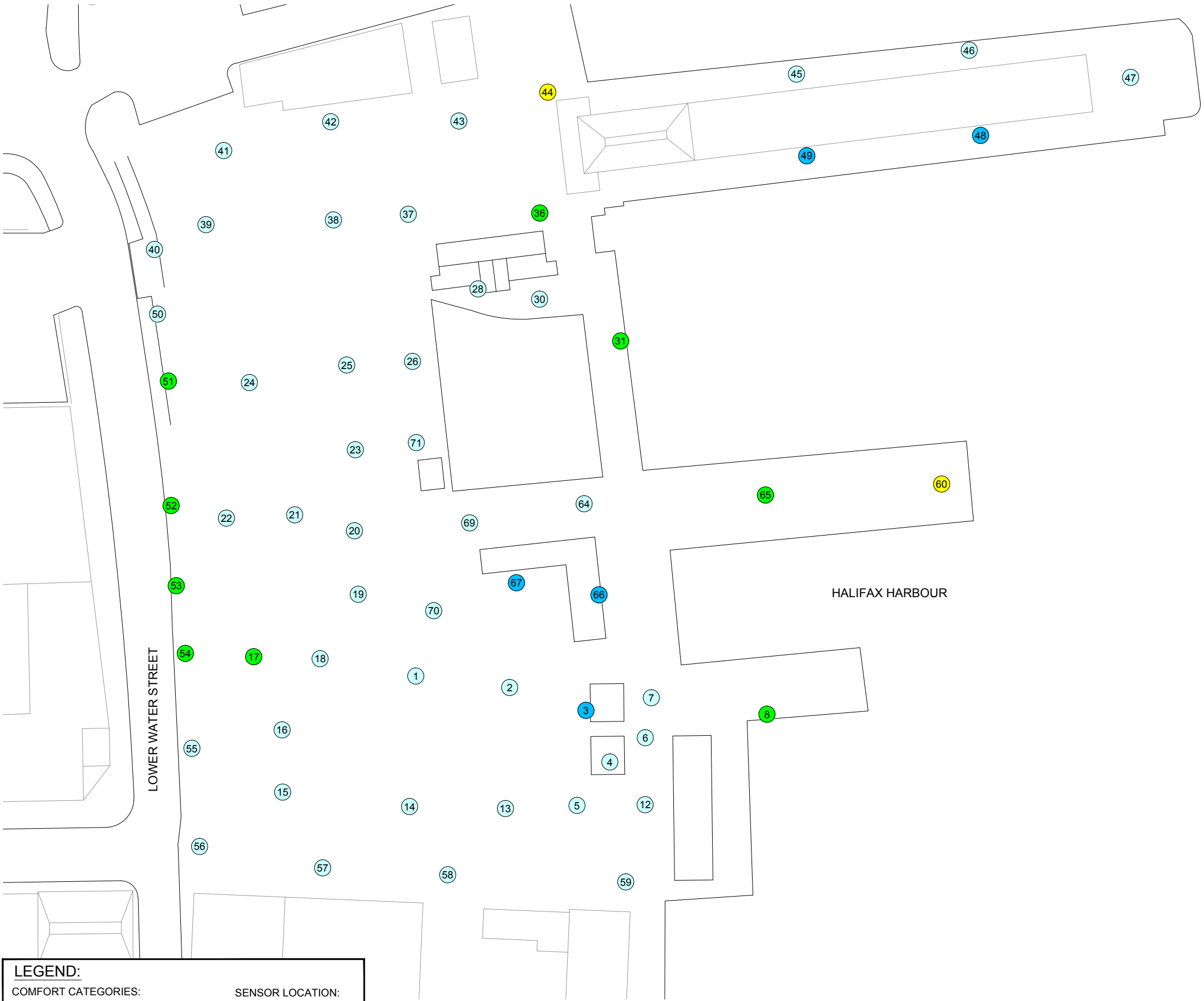
Drawn by: ck Figure: 3b

Approx. Scale: See Viewports

Date Revised: June 30, 2016






Project #1603092

RWDI




LEGEND:

COMFORT CATEGORIES:

Sitting	
Standing	
Strolling	
Walking	
Uncomfortable	

SENSOR LOCATION:

 Grade Level

Pedestrian Wind Comfort Conditions - Existing
Winter (November to April, 6:00 to 23:00)

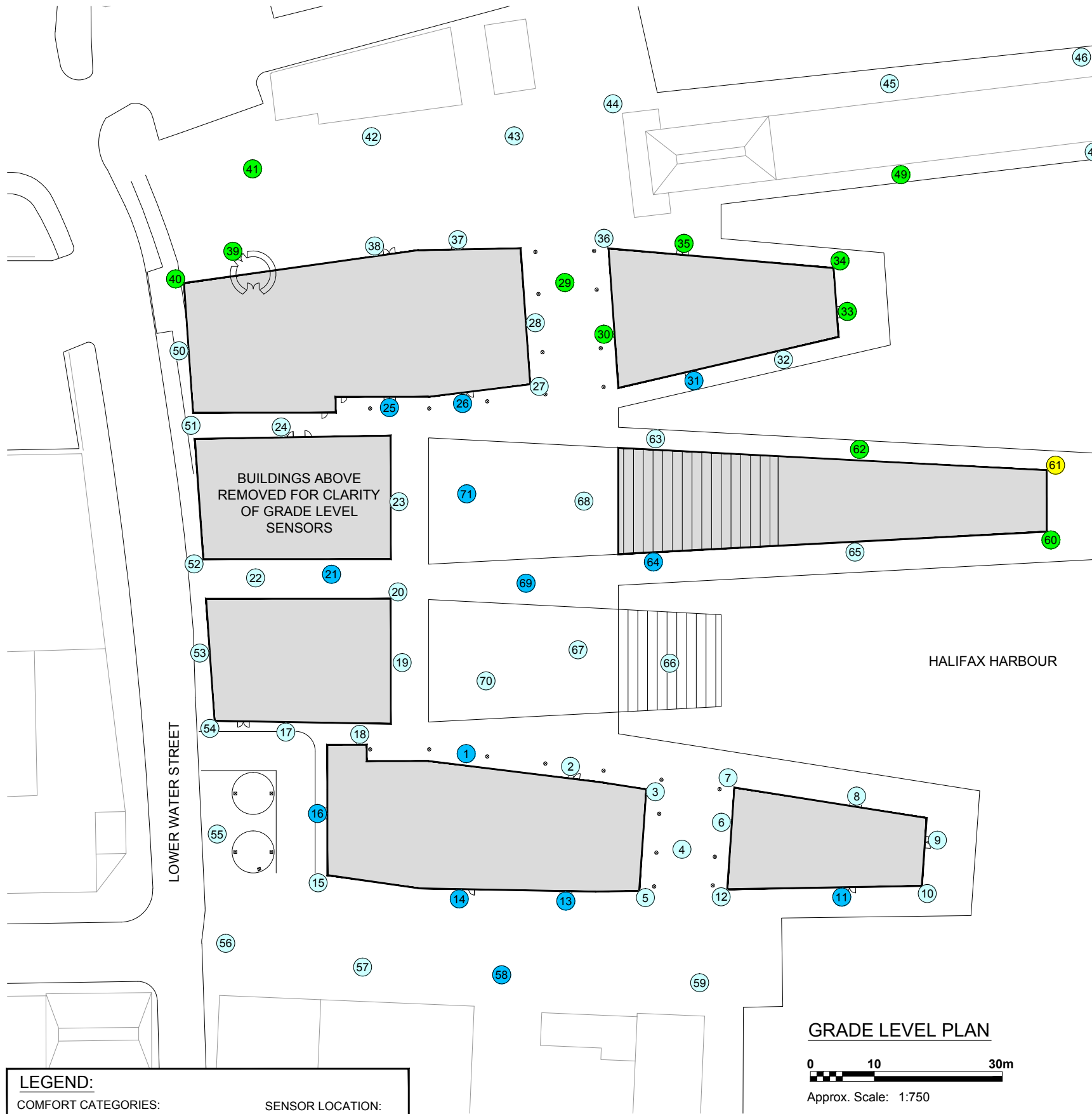
Queen's Marquee - Halifax, Nova Scotia



Drawn by: ck	Figure: 4a
Approx. Scale:	1:750
Date Revised:	June 30, 2016



Project #1603092



LEGEND:

COMFORT CATEGORIES:

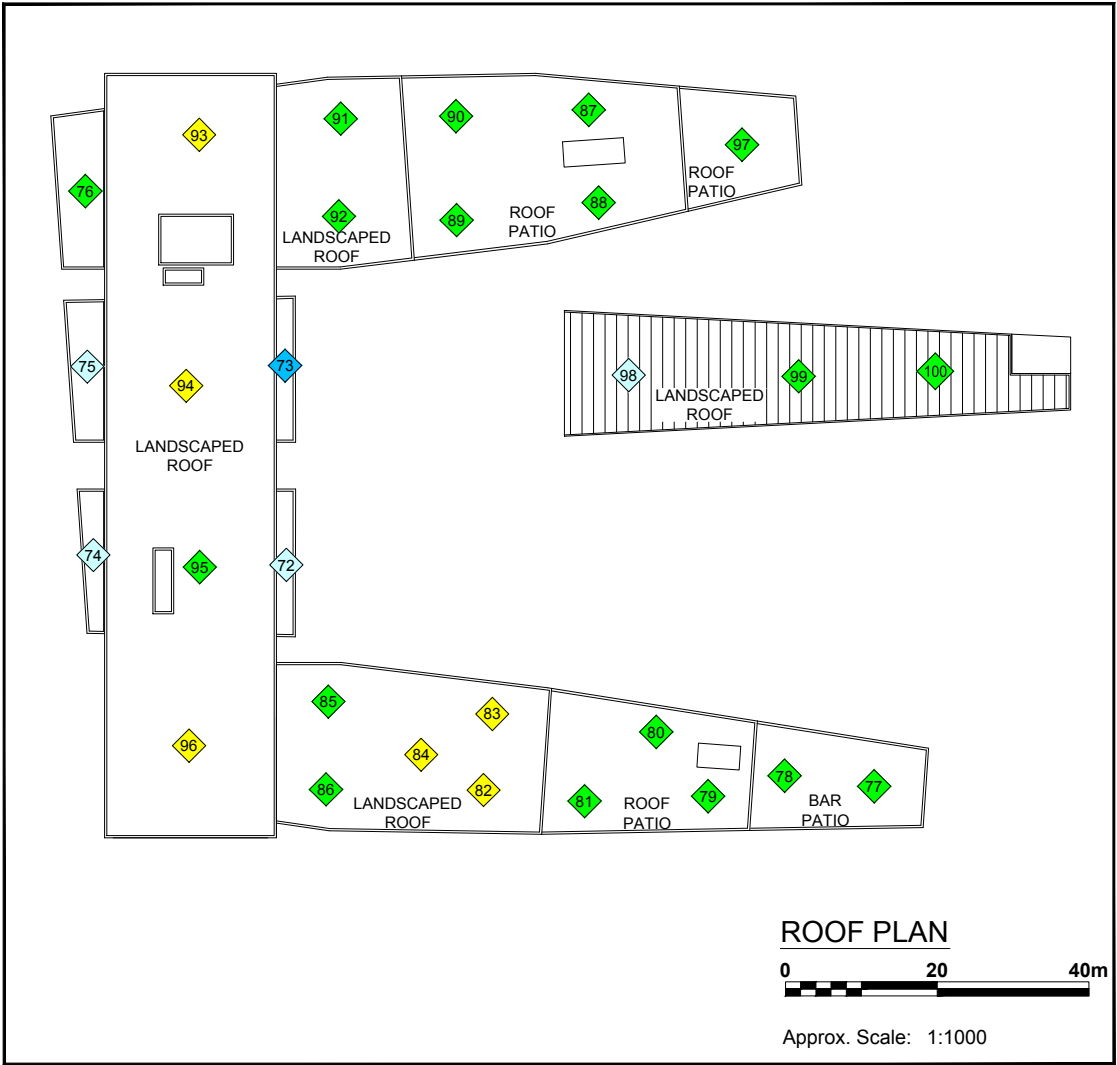
- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:

- Grade Level
- Roof Level

Pedestrian Wind Comfort Conditions - Proposed
Winter (November to April, 6:00 to 23:00)

Queen's Marque - Halifax, Nova Scotia



True North

Drawn by: ck Figure: 4b

Approx. Scale: See Viewports

Date Revised: June 30, 2016



TABLES



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TABLE 1: PEDESTRIAN WIND COMFORT AND SAFETY CONDITIONS

Location	Configuration	Wind Comfort (20% Seasonal Exceedance)				Wind Safety (0.1% Exceedance)	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
1	Existing	10	Sitting	13	Standing	59	Pass
	Proposed	7	Sitting	10	Sitting	47	Pass
2	Existing	10	Sitting	13	Standing	55	Pass
	Proposed	8	Sitting	11	Standing	59	Pass
3	Existing	8	Sitting	10	Sitting	40	Pass
	Proposed	11	Standing	14	Standing	66	Pass
4	Existing	8	Sitting	11	Standing	45	Pass
	Proposed	11	Standing	14	Standing	69	Pass
5	Existing	10	Sitting	12	Standing	52	Pass
	Proposed	11	Standing	13	Standing	65	Pass
6	Existing	11	Standing	14	Standing	63	Pass
	Proposed	10	Sitting	12	Standing	63	Pass
7	Existing	11	Standing	14	Standing	60	Pass
	Proposed	11	Standing	14	Standing	67	Pass
8	Existing	12	Standing	15	Strolling	65	Pass
	Proposed	9	Sitting	13	Standing	63	Pass
9	Existing	Data Not Available		14	Standing	64	Pass
	Proposed	11	Standing				
10	Existing	Data Not Available		14	Standing	71	Pass
	Proposed	12	Standing				
11	Existing	Data Not Available		10	Sitting	55	Pass
	Proposed	9	Sitting				
12	Existing	10	Sitting	13	Standing	53	Pass
	Proposed	10	Sitting	12	Standing	60	Pass
13	Existing	10	Sitting	13	Standing	55	Pass
	Proposed	9	Sitting	10	Sitting	54	Pass
14	Existing	9	Sitting	12	Standing	55	Pass
	Proposed	9	Sitting	10	Sitting	62	Pass
15	Existing	10	Sitting	12	Standing	53	Pass
	Proposed	12	Standing	12	Standing	76	Pass
16	Existing	10	Sitting	13	Standing	61	Pass
	Proposed	6	Sitting	6	Sitting	40	Pass
Seasons		Hours		Wind Comfort Category		Wind Safety Category	
Summer = May to October		6:00 to 23:00 for Comfort		(20% Seasonal Exceedance)		(0.1% Annual Exceedance)	
Winter = November to April		0:00 to 23:00 for Safety					
Configuration							
Existing = without the proposed development							
Proposed = with the proposed development							
				≤ 10 km/h	Sitting	≤ 90 km/h	Pass
				11 to 14	Standing	> 90 km/h	Exceeded
				15 to 17	Strolling		
				18 to 20	Walking		
				> 20 km/h	Uncomfortable		



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TABLE 1: PEDESTRIAN WIND COMFORT AND SAFETY CONDITIONS

Wind Comfort (20% Seasonal Exceedance)						Wind Safety (0.1% Exceedance)	
Location	Configuration	Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
17	Existing	12	Standing	16	Strolling	70	Pass
	Proposed	9	Sitting	13	Standing	66	Pass
18	Existing	10	Sitting	13	Standing	63	Pass
	Proposed	10	Sitting	12	Standing	63	Pass
19	Existing	10	Sitting	13	Standing	61	Pass
	Proposed	9	Sitting	12	Standing	58	Pass
20	Existing	11	Standing	14	Standing	62	Pass
	Proposed	8	Sitting	11	Standing	60	Pass
21	Existing	10	Sitting	14	Standing	66	Pass
	Proposed	8	Sitting	10	Sitting	65	Pass
22	Existing	11	Standing	14	Standing	73	Pass
	Proposed	9	Sitting	11	Standing	55	Pass
23	Existing	10	Sitting	13	Standing	60	Pass
	Proposed	9	Sitting	11	Standing	58	Pass
24	Existing	11	Standing	14	Standing	64	Pass
	Proposed	10	Sitting	12	Standing	61	Pass
25	Existing	10	Sitting	14	Standing	62	Pass
	Proposed	7	Sitting	9	Sitting	46	Pass
26	Existing	10	Sitting	13	Standing	57	Pass
	Proposed	8	Sitting	9	Sitting	49	Pass
27	Existing	Data Not Available		11	Standing	54	Pass
	Proposed	9	Sitting				
28	Existing	9	Sitting	11	Standing	51	Pass
	Proposed	8	Sitting	11	Standing	58	Pass
29	Existing	Data Not Available		16	Strolling	76	Pass
	Proposed	11	Standing				
30	Existing	9	Sitting	12	Standing	54	Pass
	Proposed	10	Sitting	15	Strolling	70	Pass
31	Existing	11	Standing	15	Strolling	62	Pass
	Proposed	9	Sitting	10	Sitting	53	Pass
32	Existing	Data Not Available		11	Standing	55	Pass
	Proposed	9	Sitting				
Seasons		Hours		Wind Comfort Category		Wind Safety Category	
Summer = May to October		6:00 to 23:00 for Comfort		(20% Seasonal Exceedance)		(0.1% Annual Exceedance)	
Winter = November to April		0:00 to 23:00 for Safety					
Configuration				≤ 10 km/h	Sitting	≤ 90 km/h	Pass
Existing = without the proposed development				11 to 14	Standing	> 90 km/h	Exceeded
Proposed = with the proposed development				15 to 17	Strolling		
				18 to 20	Walking		
				> 20 km/h	Uncomfortable		



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TABLE 1: PEDESTRIAN WIND COMFORT AND SAFETY CONDITIONS

Wind Comfort (20% Seasonal Exceedance)						Wind Safety (0.1% Exceedance)	
Location	Configuration	Summer		Winter		Speed (km/h)	Rating
		Speed (km/h)	Rating	Speed (km/h)	Rating		
33	Existing Proposed	Data Not Available 12	Not Available Standing	15	Strolling	69	Pass
34	Existing Proposed	Data Not Available 12	Not Available Standing	17	Strolling	77	Pass
35	Existing Proposed	Data Not Available 10	Not Available Sitting	15	Strolling	74	Pass
36	Existing Proposed	11 9	Standing Sitting	15 12	Strolling Standing	67 60	Pass Pass
37	Existing Proposed	10 7	Sitting Sitting	14 12	Standing Standing	59 65	Pass Pass
38	Existing Proposed	10 8	Sitting Sitting	13 12	Standing Standing	58 60	Pass Pass
39	Existing Proposed	11 11	Standing Standing	13 16	Standing Strolling	59 87	Pass Pass
40	Existing Proposed	11 11	Standing Standing	14 16	Standing Strolling	63 78	Pass Pass
41	Existing Proposed	10 12	Sitting Standing	13 17	Standing Strolling	56 76	Pass Pass
42	Existing Proposed	9 10	Sitting Sitting	12 14	Standing Standing	53 66	Pass Pass
43	Existing Proposed	10 9	Sitting Sitting	13 13	Standing Standing	52 63	Pass Pass
44	Existing Proposed	12 9	Standing Sitting	18 12	Walking Standing	82 55	Pass Pass
45	Existing Proposed	8 9	Sitting Sitting	12 13	Standing Standing	57 60	Pass Pass
46	Existing Proposed	9 9	Sitting Sitting	13 13	Standing Standing	55 55	Pass Pass
47	Existing Proposed	11 11	Standing Standing	14 14	Standing Standing	63 63	Pass Pass
48	Existing Proposed	9 10	Sitting Sitting	10 12	Sitting Standing	50 53	Pass Pass
Seasons		Hours		Wind Comfort Category		Wind Safety Category	
Summer = May to October		6:00 to 23:00 for Comfort		(20% Seasonal Exceedance)		(0.1% Annual Exceedance)	
Winter = November to April		0:00 to 23:00 for Safety					
Configuration				≤ 10 km/h	Sitting	≤ 90 km/h	Pass
Existing = without the proposed development				11 to 14	Standing	> 90 km/h	Exceeded
Proposed = with the proposed development				15 to 17	Strolling		
				18 to 20	Walking		
				> 20 km/h	Uncomfortable		



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TABLE 1: PEDESTRIAN WIND COMFORT AND SAFETY CONDITIONS

Location	Configuration	Wind Comfort (20% Seasonal Exceedance)				Wind Safety (0.1% Exceedance)	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
49	Existing	9	Sitting	10	Sitting	45	Pass
	Proposed	11	Standing	15	Strolling	67	Pass
50	Existing	11	Standing	14	Standing	71	Pass
	Proposed	9	Sitting	12	Standing	54	Pass
51	Existing	12	Standing	15	Strolling	78	Pass
	Proposed	10	Sitting	13	Standing	57	Pass
52	Existing	12	Standing	15	Strolling	79	Pass
	Proposed	10	Sitting	14	Standing	62	Pass
53	Existing	12	Standing	15	Strolling	75	Pass
	Proposed	10	Sitting	13	Standing	60	Pass
54	Existing	12	Standing	15	Strolling	76	Pass
	Proposed	10	Sitting	13	Standing	60	Pass
55	Existing	12	Standing	14	Standing	73	Pass
	Proposed	9	Sitting	12	Standing	55	Pass
56	Existing	10	Sitting	13	Standing	58	Pass
	Proposed	10	Sitting	13	Standing	60	Pass
57	Existing	8	Sitting	11	Standing	62	Pass
	Proposed	10	Sitting	13	Standing	60	Pass
58	Existing	9	Sitting	13	Standing	63	Pass
	Proposed	9	Sitting	10	Sitting	57	Pass
59	Existing	9	Sitting	12	Standing	53	Pass
	Proposed	10	Sitting	12	Standing	52	Pass
60	Existing	14	Standing	19	Walking	78	Pass
	Proposed	13	Standing	16	Strolling	71	Pass
61	Existing	Data Not Available		19	Walking	79	Pass
	Proposed	14	Standing				
62	Existing	Data Not Available		16	Strolling	74	Pass
	Proposed	12	Standing				
63	Existing	Data Not Available		12	Standing	55	Pass
	Proposed	9	Sitting				
64	Existing	11	Standing	14	Standing	58	Pass
	Proposed	8	Sitting	10	Sitting	53	Pass
Seasons		Hours		Wind Comfort Category		Wind Safety Category	
Summer = May to October		6:00 to 23:00 for Comfort		(20% Seasonal Exceedance)		(0.1% Annual Exceedance)	
Winter = November to April		0:00 to 23:00 for Safety					
Configuration							
Existing = without the proposed development							
Proposed = with the proposed development							
				≤ 10 km/h	Sitting	≤ 90 km/h	Pass
				11 to 14	Standing	> 90 km/h	Exceeded
				15 to 17	Strolling		
				18 to 20	Walking		
				> 20 km/h	Uncomfortable		



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TABLE 1: PEDESTRIAN WIND COMFORT AND SAFETY CONDITIONS

Wind Comfort (20% Seasonal Exceedance)						Wind Safety (0.1% Exceedance)	
Location	Configuration	Summer		Winter		Speed (km/h)	Rating
		Speed (km/h)	Rating	Speed (km/h)	Rating		
65	Existing	12	Standing	16	Strolling	65	Pass
	Proposed	11	Standing	13	Standing	61	Pass
66	Existing	4	Sitting	5	Sitting	16	Pass
	Proposed	9	Sitting	12	Standing	55	Pass
67	Existing	7	Sitting	9	Sitting	39	Pass
	Proposed	9	Sitting	13	Standing	58	Pass
68	Existing	Data Not Available		11	Standing	50	Pass
	Proposed	9	Sitting				
69	Existing	9	Sitting	12	Standing	54	Pass
	Proposed	8	Sitting	10	Sitting	48	Pass
70	Existing	10	Sitting	13	Standing	57	Pass
	Proposed	8	Sitting	12	Standing	62	Pass
71	Existing	9	Sitting	12	Standing	52	Pass
	Proposed	9	Sitting	10	Sitting	51	Pass
72	Existing	Data Not Available		12	Standing	68	Pass
	Proposed	8	Sitting				
73	Existing	Data Not Available		9	Sitting	57	Pass
	Proposed	8	Sitting				
74	Existing	Data Not Available		12	Standing	51	Pass
	Proposed	10	Sitting				
75	Existing	Data Not Available		12	Standing	51	Pass
	Proposed	10	Sitting				
76	Existing	Data Not Available		15	Strolling	63	Pass
	Proposed	12	Standing				
77	Existing	Data Not Available		17	Strolling	76	Pass
	Proposed	13	Standing				
78	Existing	Data Not Available		16	Strolling	75	Pass
	Proposed	12	Standing				
79	Existing	Data Not Available		16	Strolling	73	Pass
	Proposed	13	Standing				
80	Existing	Data Not Available		16	Strolling	71	Pass
	Proposed	13	Standing				
Seasons		Hours		Wind Comfort Category		Wind Safety Category	
Summer = May to October		6:00 to 23:00 for Comfort		(20% Seasonal Exceedance)		(0.1% Annual Exceedance)	
Winter = November to April		0:00 to 23:00 for Safety					
Configuration				≤ 10 km/h	Sitting	≤ 90 km/h	Pass
Existing = without the proposed development				11 to 14	Standing	> 90 km/h	Exceeded
Proposed = with the proposed development				15 to 17	Strolling		
				18 to 20	Walking		
				> 20 km/h	Uncomfortable		



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TABLE 1: PEDESTRIAN WIND COMFORT AND SAFETY CONDITIONS

Location	Configuration	Wind Comfort (20% Seasonal Exceedance)				Wind Safety (0.1% Exceedance)	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
81	Existing Proposed	Data Not Available 13	Not Available Standing	16	Strolling	74	Pass
82	Existing Proposed	Data Not Available 15	Not Available Strolling	20	Walking	84	Pass
83	Existing Proposed	Data Not Available 15	Not Available Strolling	19	Walking	78	Pass
84	Existing Proposed	Data Not Available 14	Not Available Standing	18	Walking	78	Pass
85	Existing Proposed	Data Not Available 12	Not Available Standing	16	Strolling	75	Pass
86	Existing Proposed	Data Not Available 12	Not Available Standing	16	Strolling	70	Pass
87	Existing Proposed	Data Not Available 14	Not Available Standing	17	Strolling	78	Pass
88	Existing Proposed	Data Not Available 12	Not Available Standing	15	Strolling	65	Pass
89	Existing Proposed	Data Not Available 11	Not Available Standing	15	Strolling	64	Pass
90	Existing Proposed	Data Not Available 12	Not Available Standing	17	Strolling	77	Pass
91	Existing Proposed	Data Not Available 13	Not Available Standing	16	Strolling	74	Pass
92	Existing Proposed	Data Not Available 12	Not Available Standing	15	Strolling	71	Pass
93	Existing Proposed	Data Not Available 13	Not Available Standing	18	Walking	81	Pass
94	Existing Proposed	Data Not Available 14	Not Available Standing	18	Walking	78	Pass
95	Existing Proposed	Data Not Available 13	Not Available Standing	17	Strolling	79	Pass
96	Existing Proposed	Data Not Available 15	Not Available Strolling	19	Walking	81	Pass
Seasons		Hours		Wind Comfort Category		Wind Safety Category	
Summer = May to October		6:00 to 23:00 for Comfort		(20% Seasonal Exceedance)		(0.1% Annual Exceedance)	
Winter = November to April		0:00 to 23:00 for Safety					
Configuration				≤ 10 km/h	Sitting	≤ 90 km/h	Pass
Existing = without the proposed development				11 to 14	Standing	> 90 km/h	Exceeded
Proposed = with the proposed development				15 to 17	Strolling		
				18 to 20	Walking		
				> 20 km/h	Uncomfortable		



CONSULTING ENGINEERS
& SCIENTISTS

TABLE 1: PEDESTRIAN WIND COMFORT AND SAFETY CONDITIONS

Location	Configuration	Wind Comfort (20% Seasonal Exceedance)				Wind Safety (0.1% Exceedance)	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
97	Existing	Data Not Available					
	Proposed	13	Standing	17	Strolling	78	Pass
98	Existing	Data Not Available					
	Proposed	9	Sitting	11	Standing	52	Pass
99	Existing	Data Not Available					
	Proposed	11	Standing	15	Strolling	66	Pass
100	Existing	Data Not Available					
	Proposed	13	Standing	17	Strolling	76	Pass

Seasons	Hours	Wind Comfort Category (20% Seasonal Exceedance)	Wind Safety Category (0.1% Annual Exceedance)
Summer = May to October	6:00 to 23:00 for Comfort	≤ 10 km/h	≤ 90 km/h
Winter = November to April	0:00 to 23:00 for Safety	11 to 14	> 90 km/h
		15 to 17	Pass
		18 to 20	Exceeded
		> 20 km/h	

Configuration	Wind Comfort Category (20% Seasonal Exceedance)
Existing = without the proposed development	Sitting
Proposed = with the proposed development	Standing
	Strolling
	Walking
	Uncomfortable

APPENDIX A

APPENDIX A: DRAWING LIST FOR MODEL CONSTRUCTION

The drawings and information listed below were received from The Armour Group Limited and were used to construct the scale model of the proposed Queen's Marque development. Should there be any design changes that deviate from this list of drawings, the results may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

File Name	File Type	Date Received (dd/mm/yyyy)
3201 BUILDING ELEVATION - NORTH & WEST.dwg	AutoCAD drawing	17/02/2016
3202 BUILDING ELEVATIONS - SOUTH.dwg	AutoCAD drawing	17/02/2016
3203 BUILDING ELEVATION - EAST.dwg	AutoCAD drawing	17/02/2016
3301 BUILDING SECTIONS.dwg	AutoCAD drawing	17/02/2016
3302 BUILDING SECTIONS.dwg	AutoCAD drawing	17/02/2016
FP-0P1.dwg	AutoCAD drawing	17/02/2016
FP-0P2.dwg	AutoCAD drawing	17/02/2016
FP-100.dwg	AutoCAD drawing	17/02/2016
FP-200.dwg	AutoCAD drawing	17/02/2016
FP-300.dwg	AutoCAD drawing	17/02/2016
FP-400.dwg	AutoCAD drawing	17/02/2016
FP-500.dwg	AutoCAD drawing	17/02/2016
FP-600.dwg	AutoCAD drawing	17/02/2016
FP-700.dwg	AutoCAD drawing	17/02/2016
FP-800.dwg	AutoCAD drawing	17/02/2016
FP-900.dwg	AutoCAD drawing	17/02/2016
FP-1000.dwg	AutoCAD drawing	17/02/2016
FP-1100.dwg	AutoCAD drawing	17/02/2016

ATTACHMENT F:
Post-Bonus Height Public Benefit



ARMOUR GROUP

ESTABLISHED 1972

November 17, 2016

Luc Ouellet, MCIP LPP
Planner III / Urban Enabled Applications
HALIFAX, Planning & Development
40 Alderney Drive, Halifax, NS B3J 3A5

RE: Post-Bonus Height Public Benefit Contributions: Queen's Marque, Halifax, NS

Dear Mr. Ouellet,

According to Part 12 of the *Downtown Halifax Land Use By-Law* (LUB), the Maximum Pre and Post-Bonus Heights for the Queen's Marque development site are 26 metres (85.30 feet) and 34 metres (111.55 feet), respectively. Queen's Marque is proposed at 30.3 metres (99.5') which requires the provision of public benefit in order to obtain Post-Bonus Height approval. The LUB references a required public benefit contribution at a "value of not less than \$4.00 (adjusted to NS CPI from 2009) per 0.1 square metres of gross floor area" (LUB Clause 12[1]).

Above the height of 26 metres, Queen's Marque is proposing two levels of office space and three levels of residential space totaling 8,225 square metres of gross floor area. The following figures represent the total gross floor area for all levels exceeding the Maximum Pre-Bonus Height, as well as the associated Post-Bonus Height public benefit valuation:

Building Level:

Level 8 (Residential only):	2,411 square metres
Level 9 (Office Level 7):	3,549 square metres
Level 10 (Office Level 8):	2,265 square metres
Total:	8,225 square metres

Post-Bonus Height Valuation: 8,225 square metres / 0.1 = 83,890 x 4.00 = \$329,000.00

Queen's Marque will significantly exceed the LUB's Post-Bonus Height public benefit contribution valuation requirements by providing: **1)** publically accessible amenity space (LUB Section 12(7[b])); **2)** public art (LUB Section 12(7[f])); and, **3)** exemplary sustainable building practices (LUB Section 12(7[i])). The immediate sub-sections briefly outline the public benefit contributions and associated valuations.

Public Benefit Categories

1) Publicly Accessible Amenity Space

Enhancing, maintaining and providing active and accessible public open spaces is an integral component of the Queen's Marque project. Of the 3.36 acre site (not including water lots), 2.24 acres, or 66% of the total developable area, is dedicated to new public open spaces accessible to the public year-round. The Armour Group Limited is constructing new public wharves, boardwalks, plazas, courtyards and landscaping features at an expense over ten times Post-Bonus Height Valuation.

2) Public Art

According to the DHSMPs, public art that showcases local culture and unique precinct characteristics should be located in high profile locations throughout Downtown Halifax, including prominent view corridors, gateways, public open spaces, walkways and interior courtyards (DHSMPs, Section 6.5, 'Public Art', pg. 44). Queen's Marque will provide and support the installation of public art installations as prescribed in the DHSMPs at a value that greatly exceeds the Post-Bonus Height Valuation. The 'Harbour Light' art piece will, alone, exceed the required contribution.

Additionally, through DHSMPs Policy 63, there is an unparalleled opportunity for HRM to support 'post bonus height incentives' in order to support additional public art installations through its capital investment programs. The Armour Group Limited will look to HRM for capital support for future art installations within the Queen's Marque District.

Policy 63 *To implement the objectives of HRM's Public Art Policy, HRM shall support the installation of public art at appropriate locations in downtown Halifax through its capital investment programs and through the bonus zoning provisions of the Land Use By-law.*

3) Exemplary Sustainable Building Practices

Queen's Marque is building to a LEED Platinum® energy model: the materials – Wallace Sandstone, copper and granite – will be locally sourced, where possible; the design and construction team is locally sourced; sea level rise is accounted for by raising the building above the current average waterfront grade; a seawater intake pipe is being installed to supply heating and cooling for the building's users; and, all building systems are intended to surpass efficiency standards. The Seawater Intake Pipe and supporting equipment is valued in excess of \$500,000.

Public Benefit Valuation Summary

The public benefit values outlined above represent a fraction of the overall contributions to the public realm. The public benefit contributions provided by the Queen's Marque development will enhance the Waterfront and the cultural fabric of Downtown Halifax in ways unmatched by other private developments in Halifax. The Queen's Marque District will embody the unique style, energy and confidence of Nova Scotia. We are building a district for our community and those who share this quiet confidence in our prosperity, natural beauty and resilience.



ARMOUR GROUP
ESTABLISHED 1972

Based on the merits of the Queen's Marque project and its public benefit contributions, we trust that Post-Bonus Height Approval is forthcoming. Should you have any questions or comments, do not hesitate to contact the undersigned.

Yours truly,
The Armour Group Limited

Original Signed

Blaise Morrison, MCIP, LPP
Manager, Development & Planning

ATTACHMENT G – DESIGN MANUAL CHECKLIST – CASE 20848

Section	Guideline	Complies	Discussion
2	Downtown Precinct Guidelines (<i>refer to Map 2 for Precinct Boundaries</i>)		
2.4	Precinct 4 – Lower Central Downtown (<i>criteria for other precincts has not been included</i>)		
2.4a	Allow for mixed-use high-rise infill development on large opportunity sites.	Yes	
2.4b	Prohibit new surface parking lots of any kind.	Yes	
2.4c	Ensure that existing surface parking lots and vacant sites are developed.	Yes	
2.4d	Vacant sites shall be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experiences.	Yes	
2.4e	The precinct is to be characterized by animated streetscapes.	Yes	
2.4f	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Partially	The applicant is not proposing any permanent canopies or awnings along Lower Water Street. However, the applicant is proposing a porte-cochère along the southern end of the Lower Water Street frontage which will provide weather protected access and circulation to both the residential and hotel lobbies. The applicant is also proposing two weather protected pedestrian passageways that will connect Lower Water Street to the central internal courtyard along the waterfront. Some retail and restaurant uses may be accessible from the pedestrian passageways. A further two pedestrian gates will provide weather protection for pedestrians travelling along the Harbourwalk in a north-south direction. Along the central internal courtyard,

ATTACHMENT G – DESIGN MANUAL CHECKLIST – CASE 20848

Section	Guideline	Complies	Discussion
			the main building cantilevers over a portion of the plaza, thus ensuring that all retail and restaurant entrances that face the internal courtyard are located under a building overhang for protection. During the spring, summer and autumn months, it is anticipated that tents, awnings, umbrellas and canopies can be considered to offer pedestrian refuge from the elements.
2.4g	East-west streets shall continue to provide views between the Citadel and the Harbour.	Yes	
2.4h	Extensions of east-west streets between Lower Water Street and the Harbour are required as key components in open space network.	Yes	
2.4i	Establish the George Street and Carmichael Street corridor as a major east-west pedestrian connection, given the linkage between the Town Clock, the Grand Parade, and the Harbour.	Yes	
2.4j	To ensure that the Halifax Harbourwalk is of a width and quality to be an important open space linkage with other precincts.	Yes	
2.4k	Ensure that Lower Water Street shall be developed with a continuous streetwall and public realm design that emphasizes its meandering qualities and its emergence as an important street.	Yes	
2.4l	To retain isolated heritage properties and protect them from inappropriate redevelopment.	N/A	
2.4m	New waterfront development shall adhere to Section 2.10 of the Design Manual.	Yes	
2.10	<p>Downtown Halifax Waterfront <i>This section applies to waterfront lands in precincts 1 and 4 that lie between Lower Water Street and the Harbour, in addition to the requirements of precincts 1 and 4 above.</i></p> <p>The Downtown Halifax Waterfront presents unique challenges in structuring development regulations. Because the parcels tend to be very large, and because the location of the water's edge is changeable, the creation of building massing rules based on front, side and rear property lines, like those in the rest of downtown, is not feasible. Additionally there is the requirement for the provision of</p>		

ATTACHMENT G – DESIGN MANUAL CHECKLIST – CASE 20848

Section	Guideline	Complies	Discussion
	<p>public open space on a continuous boardwalk along, and unimpeded public access to, the waterfront.</p> <p>These special conditions call for a special set of development rules that demand the highest level of development quality and public amenity while still being agile enough to respond to, and accommodate, a wide range of design solutions. Therefore, for waterfront lands in precincts 1 and 4 located between Lower Water Street and the Harbour, a more flexible, design guideline-driven development review process is required. To that end, HRM will work collaboratively with the landowners along this section of the waterfront to fulfill the objectives of the DHSMPs.</p> <p>The Waterfront Development Corporation Limited (WDCL), as the primary landowner in this area, has a special and ongoing role to play in the development of the waterfront. WDCL is the provincial Crown Corporation responsible for purchasing, consolidating, redeveloping and revitalizing lands around Halifax Harbour. The WDCL works with private sector developers to facilitate public and private investment in public infrastructure and amenities to further reinforce the waterfront as a vibrant place to live, do business, invest and visit. In recognition of this, HRM and WDCL will seek to negotiate an agreement to ensure that the respective mandates of the two organizations are co-operatively fulfilled through the administration of the DHSMPs.</p> <p><i>Waterfront Objectives:</i></p> <p>In addition to the requirements of the underlying precincts (1 and 4), the following objectives shall therefore apply to all properties located between Lower Water Street and the water's edge within those precincts:</p>		
2.10a	Ensure that public access to the waterfront is maintained and improved, and that the waterfront is in use around the clock in all four seasons.	Yes	
2.10b	Ensure that a generally complete and consistent streetwall is built along Lower Water that permits visual and physical access to the harbour along the eastward extension of the east-west streets to the water's edge, and at intermediate locations as deemed appropriate.	Yes	
2.10c	Ensure that views of the harbour and of the sky are preserved by requiring that the upper storeys of buildings above the streetwall present a slender face to Lower Water Street, and that their long dimension is arranged perpendicular to Lower Water Street.	Partially	<p>The proposed sandstone bar portion of the development does not present a slender face to Lower Water Street. However, the development is bookended by two 15.24-metre wide waterfront view corridors that will be protected through this development proposal (Prince and George Street Waterfront View Corridors). This will help to ensure that views of the sky and harbour are protected at either end of</p>

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Section	Guideline	Complies	Discussion
			the development site.
2.10d	Ensure that the waterfront boardwalk is maintained, extended and improved, and that the public enjoyment of the boardwalk is not negatively impacted by abutting development.	Yes	
2.10e	Ensure that public open spaces are provided where the eastward extension of east-west streets intersects the boardwalk. These open spaces shall be accomplished through the use of waterfront view corridors that extend from Lower Water Street to the water's edge.	Yes	
2.10f	Ensure that waterfront development incorporates human-scaled building elements. This means a range of building details from small (masonry units, door knobs, window mountings, etc.) to medium (doors, windows, awnings, balconies, railings, signs, etc.) to large (expression of floor lines, expression of structural bays, cornice lines, etc.).	Yes	
2.10g	Ensure that adequate consideration of future sea level rise has been incorporated into building design to avoid flooding, where ground floor residential uses are proposed.	Yes	
2.10h	Ensure that all buildings are setback from the ordinary high water mark or face of Seawall by no less than 8 metres.	No	This guideline is not being met at various locations. However, a variance has been requested to the minimum Land Use By-law setback requirement from the ordinary high water mark.
2.10i	Ensure building height immediately adjacent to the 8 metres setback shall not be higher than 12.5 metres. Height may increase as distance from the boardwalk or the water's edge increase at a rate of approximately one metre of vertical height for every one metre of horizontal stepback from the boardwalk or water's edge.	Yes	
2.10j	Ensure that every effort is made to provide north-south pedestrian connections through the middle of these large properties.	Yes	
2.10k	Ensure that long, unbroken runs of building wall at the water's edge or boardwalk's edge are not permitted. The longest run of building face permissible abutting either the water's edge or the boardwalk shall be 21.5 metres. Building walls longer than 21.5 metres must be modulated through the use of such devices as articulation of the building mass, significant stepbacks from the water's edge or boardwalk's edge, the interruption of the building wall	Yes	

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Section	Guideline	Complies	Discussion
	with public spaces, etc. The general massing approach is to be one of linear “finger” buildings perpendicular to Lower Water Street resulting in a pattern of narrowing and widening of the public realm along the water’s or Halifax Harbourwalk’s edge.		
2.10l	Ensure that high quality, low-maintenance site furnishings and lighting styles that conform to the requirements of the HRM Municipal Service Systems Design Guidelines (“HRM Red Book”) are used in both private and public developments along the waterfront.	Yes	
2.11	Publically Sponsored Convention Centre (<i>refers to exemptions to certain provisions of the Manual</i>)		
3	General Design Guidelines		
3.1	The Streetwall		
3.1.1	<p>Pedestrian-Oriented Commercial Grade related commercial uses such as retail stores and restaurants are permitted and encourages on all streets in the downtown to enhance the pedestrian environment. 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.</p> <p>Pedestrian-oriented commercial uses are encouraged but not required on all remaining street frontages. These areas include streetwalls with an inconsistent retail environment due to a variety of at-grade uses or different building typologies such as house forms.</p> <p>All retail frontages should be encouraged to reinforce the ‘main street’ qualities associated with the historic downtown, including:</p>		
3.1.1a	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	Partially	Most of the Lower Water Street frontage on the subject site is not proposed to be occupied by retail bays, but by hotel, residential, and office lobbies. Therefore, it would not be appropriate for the whole frontage to be articulated into narrow shop frontages. However, the middle portion of the building, where two lower-rise angled copper-clad “chocks” are being proposed, will be articulated into narrow shop fronts. In addition, there is ample retail and

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Section	Guideline	Complies	Discussion
			restaurant space being proposed elsewhere in the development where pedestrian traffic is expected to be higher than along Lower Water Street, i.e. along the central internal courtyard and along the two waterfront view corridors. All retail and restaurant spaces will be located directly adjacent to a sidewalk, the Harbourwalk or one of the three proposed public plazas. The 20-foot structural grid will allow for the articulation of narrow shop fronts.
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	The applicant is not proposing any permanent canopies or awnings along Lower Water Street. However, Lower Water Street is not a pedestrian-oriented commercial frontage identified on Map 3, so awnings and canopies are only encouraged, as opposed to being required. The applicant is proposing to provide weather protection through other means. The applicant is proposing a porte-cochère along the southern end of the Lower Water Street frontage which will provide weather protected access and circulation to both the residential and hotel

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Section	Guideline	Complies	Discussion
			lobbies. The applicant is also proposing two weather protected pedestrian passageways that will connect Lower Water Street to the central internal courtyard along the waterfront. Some retail and restaurant uses may be accessible from the pedestrian passageways. A further two pedestrian gates will provide weather protection for pedestrians travelling along the Harbourwalk in a north-south direction. Along the central internal courtyard, the main building cantilevers over a portion of the plaza, thus ensuring that all retail and restaurant entrances that face the internal courtyard are located under a building overhang for protection. During the spring, summer and autumn months, it is anticipated that tents, awnings, umbrellas and canopies can be considered to offer pedestrian refuge from the elements.
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.	N/A	
3.1.2	Streetwall Setback (<i>refer to Map 6</i>) In downtown Halifax, the placement of the building relative to the front property line generally corresponds to the grade-level uses and intensity of pedestrian traffic. For the most part existing development in the downtown is uniformly placed at the sidewalk with little or no setback, and it is desirable that future development follow that example. However there are areas that are more residential or institutional in character that observe a variety of streetwall setbacks. To reinforce		

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Section	Guideline	Complies	Discussion
	existing and desired streetscape and land use characteristics, streetwall placements are therefore categorized according to the following setback standards:		
3.1.2a	Minimal to no Setback (0-1.5m): Corresponds to the traditional retail streets and business core of the downtown. Except at corners or where an entire block length is being redeveloped, new buildings should be consistent with the setback of the adjacent existing buildings.	N/A	
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.	No	This guideline is not being met along a portion of the Lower Water Street frontage. However, a variance is under consideration as part of this application.
3.1.2c	Institutional and Parkfront Setbacks (4m+): Corresponds to the generous landscaped setbacks generally associated with civic landmarks and institutional uses. Similar setbacks designed as landscaped or hardscaped public amenity areas may be considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill out activity such as sidewalk patios.	N/A	
3.1.3	Streetwall Height (<i>refer to Map 7</i>) 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.		
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	The proposed streetwall is articulated by three angled copper-clad “chocks” that protrude beneath the sandstone bar along the Lower Water Street streetwall. The applicant suggests that the width and rhythm of these forms is directly informed by the adjacent

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Section	Guideline	Complies	Discussion
			Robertson Warehouse building and that they lead to a 'fine-grained' character of the streetscape.
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets. [note: the DHLUM permits a reduction of 80% on non-central blocks]	No	This guideline is not being met along the Lower Water Street frontage. However, a variance has been requested to the streetwall width requirement of the Land Use By-law.
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 setbacks.	No	This guideline is not being met along the Lower Water Street frontage. However, variances have been requested to the maximum streetwall height requirement of the Land Use By-law.
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	Partially	In this case, there is a significant gap (15.24 m or 50 feet) between the Registered Heritage Building (Robertson Warehouse) and the proposed building due to the presence of the Prince Street Waterfront View Corridor. This to a large extent negates the need to maintain a consistent streetwall height with the Registered Heritage Building. Notwithstanding the above, however, the applicant is proposing two angled copper-clad "chocks" along the Lower Water Street streetwall which will have a similar streetwall height as the Robertson Warehouse building.

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Section	Guideline	Complies	Discussion
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	
3.2.2	Building Orientation and Placement The orientation and placement of a building on a property helps define the quality and character of the public realm.		
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 in Design Manual). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	Yes	
3.2.2c	Side yard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use By-law, except where required for through-block pedestrian connections or vehicular access.	N/A	
3.2.3	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 following guidelines shall apply to 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	Lower Water Street is not a mandatory retail frontage identified on Map 3. The applicant is not proposing any permanent canopies or awnings. The applicant is however proposing a porte-cochère along the southern end of the Lower Water Street

ATTACHMENT G – DESIGN MANUAL CHECKLIST – CASE 20848

Section	Guideline	Complies	Discussion
			frontage which will provide weather protected access and circulation to both the residential and hotel lobbies. The applicant is also proposing two weather protected pedestrian passageways that will connect Lower Water Street to the central internal courtyard along the waterfront. Some retail and restaurant uses may be accessible from the pedestrian passageways. A further two pedestrian gates will provide weather protection for pedestrians travelling along the Harbourwalk in a north-south direction. Along the central internal courtyard, the main building cantilevers over a portion of the plaza, thus ensuring that all retail and restaurant entrances that face the internal courtyard are located under a building overhang for protection. During the spring, summer and autumn months, it is anticipated that tents, awnings, umbrellas and canopies can be considered to offer pedestrian refuge from the elements.
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	

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Section	Guideline	Complies	Discussion
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	Signage will be dealt with at a later stage through a non-substantive site plan application process.
3.2.4	Residential Uses Care should be taken to create building forms for residential uses that have a residential look and feel.		
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.	N/A	
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.	N/A	
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.	Yes	
3.2.5	Sloping Conditions Many streets in the downtown are steeply sloped, and pose challenges to creating pedestrian-oriented streetwall conditions. Internal floors are by necessity flat, making it difficult to match the external grade for building entrances, and sometimes even to provide windows. New buildings must provide a good		

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	interface to these sloping street conditions, utilizing the design strategies outlined in these guidelines. Greater flexibility in interpretation of the guidelines is required, as is greater creativity and effort in design.		
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.	N/A	The site is relatively flat.
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	N/A	The site is relatively flat.
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	N/A	The site is relatively flat.
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	N/A	The site is relatively flat.
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.	N/A	The site is relatively flat.
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.	N/A	The site is relatively flat.
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.	N/A	The site is relatively flat.
3.2.6	Elevated Pedestrian Walkways (<i>criteria not included – no pedway is being proposed</i>)		
3.2.7	Other Uses All uses should help create an animated street environment with doors, windows and pedestrian activity fronting and directly accessing the public realm.		
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 The articulation of a building is what gives it a human scale and a sense of quality, through attention to detail. Articulation implies a three-dimensional façade, where windows and other elements have depth, creating a dynamic play of light and shadows through the use of solids and voids. Typically the articulation will indicate the transition between floors and interior spaces, giving a human scale to the façade. This articulation can also include changes in materials, or material treatments.		
3.3.1a	To encourage continuity in the streetscape and to ensure vertical ‘breaks’ in the façade, buildings shall be designed	Partially	The project is quite complex in terms of sheer

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	<p>to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.:</p> <ul style="list-style-type: none"> • Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. • Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline. 		<p>size, layout, and the number of vantage points from which it can be viewed, making the traditional expression of a base, middle, and top very difficult.</p> <p>Nevertheless, the applicant has attempted to reflect the principles of a base, middle, and top throughout its design approach. Staff advise that the attempt has been mostly successful, especially from the vantage points of the two waterfront view corridors and from the Harbour side of the project. Along Lower Water Street, the inclusion of the three angled copper-clad “chocks” and the sandstone bar within the streetwall go a long way in expressing a base, middle, and top. However, the southern end of the streetwall is non-differentiated in terms of both a middle and top (the base at this location is expressed by the porte-cochère below the floating sandstone bar).</p>
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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3.3.2	Materials Building materials help define the character and quality of a building and how it relates to its context. Where brick is predominant, new buildings will define themselves by the use, or lack of brick. Of importance in material selection is longevity and ability to age with grace. Materials like stone, brick and glass will endure well over time.		
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.	Partially	There is a discrepancy in the documentation submitted by the applicant. In the Statement of Design Rationale (Attachment B), it is stated that the material to be used to clad the “sandstone bar” will be sandstone quarried from the Wallace Quarries in Wallace, Nova Scotia. However, on the colour elevations contained within the Site Plan Approval Plans (Attachment A), it is stated that the material to be used will be sandstone veneer. Staff strongly recommend that the Committee require the use of Wallace sandstone as the cladding material for the “sandstone bar”.
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes	

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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 The entrance of a building is the most recognizable and used part of a faced, and provides an important visual cue. It must be prominent, recognizable and accessible.		
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.	Yes	
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	Yes	
3.3.4	Roof Line and Roofscapes Roof lines and roofscapes have a significant impact on the image of the city. Due to the vantage points afforded by the sloping condition of downtown, the bridges, the Citadel, and the long views across the water, the design of roof conditions must be carefully considered. This is true of low, mid and high-rise buildings, and is true for the roofs of podiums and other building form articulations.		
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	The applicant in its Design Rationale has indicated the following: "The Queen's Marque roof line is unique in its simplicity – the pure form of the sandstone bar provides a counterpoint to the more decorative heritage buildings found in the immediate surroundings (such as the Dominion Building on Lower Water Street). The design team will also engage an internationally recognized architectural

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			lighting designer to provide unique yet appropriate lighting treatments that accentuate the roof line.”
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.	Partially	The applicant is proposing to landscape the rooftops of the building that are generally designed to be inaccessible to the building’s occupants with decorative pavers. Staff is of the opinion that the majority of these surfaces should instead be landscaped with appropriate roof tolerant vegetation.
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 The downtown’s civic character is largely defined by highly visible sites occupying important symbolic locations, or that have important public functions. These include sites that form view termini, sites adjacent to significant public open spaces, corner and gateway sites, and civic buildings. Since these sites help shape the image and character of an area, and of the whole downtown, they have a greater civic obligation to meet the highest possible standards in design and material quality. To enhance the distinction and landmark quality of new buildings in these locations, modest exceptions to setbacks		

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	and height restrictions are permitted to encourage massing and design that accentuate the visual prominence of the site.		
3.4.1	Prominent Frontages and View Termini These are frontages and sites with exceptional visibility and opportunity for signature or landmark architectural treatments or features. These sites can enhance the quality of public areas, reinforce downtown or precinct identities, orient pedestrians and strengthen civic pride. Accordingly, development on these sites has a greater civic responsibility that obliges consideration for the highest possible design and material quality. The design of these buildings should provide distinctive massing articulation and architectural features so as to reinforce their visual prominence.		
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	
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 Corner buildings have a greater visual prominence given that they terminate two streetwalls and that they have excellent visual exposure from the open space created by street intersections. This special condition should be acknowledged with design responses such as:		
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.	Yes	
3.4.3	Civic Buildings		
3.4.3e	Civic buildings entail a greater public use and function, and	N/A	

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	therefore should be prominent and recognizable, and be designed to reflect the importance of their civic role.		
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 Service areas are a necessary part of buildings, but often do not create a welcoming pedestrian environment. Care must be given to the design in order to minimize their presence and impact on the public experience by locating them to less visible parts of the building and by integrating them within the building mass.		
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 garages.	Yes	
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 (<i>criteria not included - refers to stand-alone parking structures</i>)		
3.5.3	Surface Parking (<i>criteria not included – no surface parking is being proposed</i>)		

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3.5.4	Lighting Night image is an important aspect of the downtown's urban character and form.		
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.	N/A	
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes	
3.5.5	Signs (<i>no plans have been provided about specific signage – signs will be subject of separate future permit applications</i>)		
3.6	Site Plan Variances (<i>see Attachment D for analysis</i>)		
4	Heritage Design Guidelines		
4.1	<p>New Development in Heritage Context As part of the city's evolution, new architecture will invariably be constructed on the same site as, and abutting, heritage resources. These guidelines ensure that as this evolution continues the goal of creating and protecting a coherent downtown is achieved.</p> <p>There are three conditions under which new buildings can be introduced into heritage contexts in downtown Halifax, and different design strategies apply to them with the same objective of ensuring that as the downtown evolves, it continuously becomes more and more coherent:</p> <p>1. Infill – This type of development occurs on sites that do not contain a heritage resource, but rather occur on vacant or underutilized sites that are in between other heritage properties, abutting them on each side. Typically, a strong contiguous heritage context exists around them.</p> <p>2. Abutting – This type of development occurs on sites that do not contain a heritage resource but that are directly abutting a heritage resource on one side. This type of development occurs in a less contiguous heritage environment than infill.</p> <p>3. Integrated and Additions – This type of development occurs on the same site as a heritage resource. <i>Integrated</i> developments occur on sites where existing heritage structures are part of a larger consolidated site or significant development proposal, and where heritage buildings are to be integrated into a larger building or building grouping. <i>Additions</i> are to existing heritage properties to which new construction will be added, often on top of existing buildings, but can be to the sides or rear in a manner that respects existing heritage attributes.</p>		

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	<p>These three types of development in heritage contexts are discussed further in Sections 4.2, 4.3 and 4.4.</p> <p>Design of buildings according to these guidelines needs to be balanced with good urban design principles and the vision for the downtown. New buildings should comply with all other relevant guidelines. Creative solutions should be considered that meet the spirit and intent of all guidelines.</p> <p>As a principle of both heritage compatibility and sustainability, new additions, exterior alterations, or new construction should not destroy historic materials, features, or spatial relationships that characterize a property. The new work should be differentiated from the old and should be compatible with the historic materials, features, size, scale, height, proportion and massing to protect the integrity of the property and its environment.</p> <p>It is not necessary to mimic a specified historical era in heritage contexts. New buildings should vary in style. Style should not be a determinant of compatibility, rather material quality, massing and urban design considerations are given prominence in this approach. Elements of new building design and façade articulation can respond to specific heritage elements with new interpretations or traditions.</p>		
4.1.1	Replicas and Reconstructed Buildings		
	<p>On some sites the opportunity may exist to replicate a formerly existing structure with a new building, or as part of a larger building proposal. This approach is possible where good documentary evidence exists. The replication of a historic building should proceed in a similar manner to the restoration of an existing but altered or deteriorated structure. Design of the building should be based on documentary evidence including photographs, maps, surveys and historic design and construction drawings. The interior space and basic structure of a replica building is not required to, but may, also use historic materials or details as long as the exterior presentation replicates the original structure.</p>	N/A	
4.1.2	New Buildings in Heritage Contexts		
	<p>Entirely new buildings may be proposed where no previous buildings existed, where original buildings are missing, or where severely deteriorated or non-historic buildings are removed. The intention in designing such new buildings should not be to create a false or ersatz historic building, instead the objective must be to create a sensitive well designed new structure “of its time” that fits and is compatible with the character of the district or its immediate context. The design of new buildings should carefully consider requirements elsewhere in these guidelines for density, scale, height, setbacks, stepbacks, coverage, landscaped open space, view corridors, and shadowing. Design considerations include: contemporary design, material palette, proportions of parts, solidity vs. transparency and detailing.</p>	Yes	

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4.1.3	Contemporary Design		
	New work in heritage contexts should not be aggressively idiosyncratic but rather it should be neighbourly and respectful of its heritage context, while at the same time representing current design philosophy. Quoting the past can be appropriate, however, it should avoid blurring the line between real historic buildings, bridges and other structures. “Contemporary” as a design statement does not simply mean current. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo-Victorian detailing, should be avoided.	Yes	
4.1.4	Material Palette		
	As there is a very broad range of materials in today's design palette, materials proposed for new buildings in a heritage context should include those historically in use. The use and placement of these materials in a contemporary composition and their incorporation with other modern materials is critical to the success of the fit of the proposed building in its context. The proportional use of materials, drawing lines out of the surrounding context, careful consideration of colour and texture all add to success of a composition.	Yes	
4.1.5	Proportion of Parts		
	Architectural composition has always had at its root the study of proportion. In the design of new buildings in a heritage context, work should take into account the proportions of buildings in the immediate context and consider a design solution with proportional relationships that make a good fit. An example of this might be windows. Nineteenth century buildings tended to use a vertical proportion system in the design and layout of windows including both overall windows singly or in built up groups and the layout of individual panes.	Yes	
4.1.6	Solidity versus Transparency		
	Similar to proportion, it is a characteristic of historic buildings of the 19th century to have more solid walls with punched window openings. This relationship of solid to void makes these buildings less transparent. It was a characteristic that was based upon technology, societal standards for privacy, and architectural tradition. In contrast buildings of many 20th century styles use large areas of glass and transparency as part of the design philosophy. The relationship of solidity to transparency is a characteristic of new buildings that should be carefully considered. It is an element of fit. The level of transparency	Yes	

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	in the new work should be set at a level that provides a good fit on street frontages with existing buildings that define the character of the street in a positive way.		
4.1.7	Detailing		
	For new buildings, detailing should refer to the heritage attributes of the immediate context. Detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context. In past styles, structure was often unseen, hidden behind a veneer of other surfaces, and “detailing” was largely provided by the use of coloured, shaped, patterned or carved masonry or added traditional ornament, moldings, finials, cresting and so on. In contemporary buildings every element of a building can potentially add to the artistic composition of architectural, structural, mechanical and even electrical systems.	Yes	
4.2	Guidelines for Infill (<i>criteria not included – not an infill project</i>)		
4.3	<p>Guidelines for Abutting Developments</p> <p>The following guidelines apply to sites that have no heritage buildings on them, but that share a property line with sites that do. These guidelines differ from the Infill Guidelines in Section 4.2 in that they allow greater flexibility. The primary design intent of these guidelines is to contribute to the conservation of heritage resources by ensuring their visual prominence. New buildings abutting heritage resources have flexibility for how they achieve the intent of the guidelines. However, because applicants for development on abutting properties have no interests in or control of the heritage property, angle plane controls are imposed that are not required under Section 4.4 for Integrated Development.</p> <p>In instances where the heritage value of a building includes its three-dimensional character (width, depth and height), the entire building envelope should be conserved, and the transition of new construction to, and from, heritage buildings should respect all three dimensions. In instances where the heritage value is limited to a single (i.e. front) façade, as in a row building, then the transition to new development need only address the two-dimensional heritage façade.</p>		
4.3.1	<p>Cornice Line</p> <p>The cornice line is the extended horizontal definition of the building that indicates where the façade ends and the roof begins. When adjacent buildings have a continuous cornice line they result in a harmonious streetwall.</p>		
4.3.1a	Maintain the same or similar cornice height established by existing heritage buildings for the podium (building base) to create a consistent streetwall height, reinforcing the ‘frame’ for public streets and spaces.	Partially	In this case, there is a significant gap (15.24 m or 50 feet) between the Registered Heritage Building (Robertson Warehouse) and the proposed building due to the presence of the Prince Street Waterfront View Corridor. This to a

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			large extent negates the need to maintain a continuous cornice line with the Registered Heritage Building. Notwithstanding the above, however, the applicant is proposing two angled copper-clad “chocks” along the Lower Water Street streetwall which will have a similar height as the cornice line of the Robertson Warehouse.
4.3.2	Rhythm The idea of rhythm on a building façade or along a streetwall makes reference to the recurrence at regular intervals of design elements that help structure their visual character and definition. For example, a vertical line dividing buildings every 10 metres, will create a rhythm for the street that speaks to a certain scale and intimate character.		
4.3.2a	Maintain the rhythm of existing heritage buildings, generally at a fine scale, typically in 6m to 12m intervals (storefronts, individual buildings, etc.) in a vertical proportion	Partially	In this case, there is a significant gap (15.24 m or 50 feet) between the Registered Heritage Building (Robertson Warehouse) and the proposed building due to the presence of the Prince Street Waterfront View Corridor. This to a large extent negates the need to articulate vertical divisions or bays in the façade at a rhythm similar to the Registered Heritage Building. However, the applicant is proposing three angled copper-clad “chocks” along the Lower Water Street streetwall which will have similar widths to the Robertson Warehouse building.
4.3.2b	For larger or longer buildings, clearly articulate vertical divisions or bays in the façade at this rhythm.	Partially	See discussion under 4.3.2a.
4.3.2c	Where appropriate for consistency, provide retail bays or frontages at the same rhythm.	N/A	In this case, there is a significant gap (15.24 m

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			<p>or 50 feet) between the Registered Heritage Building (Robertson Warehouse) and the proposed building due to the presence of the Prince Street Waterfront View Corridor. This to a large extent negates the need to provide retail bays or frontages at the same rhythm as the Robertson Warehouse Building. In addition, most of the Lower Water Street frontage on the subject site is not proposed to be occupied by retail bays, but by hotel, residential, and office lobbies. Therefore, it would not be appropriate to expect a similar frontage rhythm as the Robertson Warehouse building.</p>
4.3.2d	Rhythm is of primary importance in the base of new buildings abutting heritage buildings, but some reference to the rhythm may be desirable above the cornice line as well.	Partially	<p>In this case, there is a significant gap (15.24 m or 50 feet) between the Registered Heritage Building (Robertson Warehouse) and the proposed building due to the presence of the Prince Street Waterfront View Corridor. This to a large extent negates the need to provide a reference to the rhythm above the cornice line. However, the applicant is proposing the use of punched windows along a good portion of the sandstone bar, and especially along the portion closest to the Robertson Warehouse building. This does provide some reference to the rhythm of punched</p>

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			windows along the façade of the Robertson Warehouse Building.
4.3.3	Grade Level Height and Articulation The continuity of the grade level is a significant aspect of experiencing the transition from a heritage building to a new building. The continuity should be reflected in matters of overall height and proportion, as well as design elements of rhythm and articulation and in the use of building materials.		
4.3.3a	Maintain the same or similar height of the first storey of new buildings to the first storey datum line of heritage buildings.	Yes	The height of the porte-cochère located closest to the Registered Heritage Building (Robertson Warehouse) is of a similar height to the first storey datum line of the Registered Heritage Building.
4.3.3b	Maintain other heights and proportions in the first storey such as:		
•	Sign band height and size;	No	In this case, there is a significant gap (15.24 m or 50 feet) between the Registered Heritage Building (Robertson Warehouse) and the proposed building due to the presence of the Prince Street Waterfront View Corridor. Therefore, staff is of the opinion that the design of the proposed building should not be bound to maintaining other heights and proportions in the first storey.
•	Window height, size and proportion, including transoms;	No	
•	Door height, position, and setback, and	No	
•	Maintain the prevailing at-grade use (i.e. retail or residential) but consider the intended use and role of the street.	No	
4.3.4	Height Transition Ensuring a proper transition from heritage to abutting new buildings includes attending to their overall height and ensuring that significant heritage resources are not overwhelmed by new construction.		
4.3.4a	Step back the streetwall of new buildings that are taller than the heritage building to an approximate 45 degree angle plane. This angle plane affects the form of the new building only to the depth of the upper storey setback plane (i.e. the front-most 3 metres of depth of the building). The angle plane originates at the outside edge of the heritage building and at a height equal to the highest point of the habitable portion of the heritage building as in the diagram.	Yes	

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4.3.4b	Above the cornice line established by the heritage building the streetwall plane of the new building abutting the heritage building must observe the approximately 45 degree angular plane. This angle plane affects the form of the new building only to the depth of the upper storey stepback plane.	Yes	
4.4	Guidelines for Integrated Developments & Additions (<i>criteria not included – not an integrated development or addition</i>)		
4.5	Guidelines for Façade Alteration on Registered Heritage Buildings and Buildings in Heritage Conservation Districts (<i>criteria not included – site is not a Registered Heritage Property, nor is it located within a Heritage Conservation District</i>)		
4.6	Guidelines for Signs on Registered Heritage Buildings and Buildings in Heritage Conservation Districts (<i>criteria not included – site is not a Registered Heritage Property, nor is it located within a Heritage Conservation District</i>)		