HALIFAX
REGIONAL MUNICIPALITY

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

Design Review Committee
April 10, 2014

TO: Chair and Members of Design Review Committee

Signed by

SUBMITTED BY: Brad Anguish, Director, Community and Recreation Services

DATE: March 27, 2014

SUBJECT: **Case 19139: Substantive Site Plan Approval –Addition to 5466 Spring Garden Road, Halifax**

ORIGIN

Application by TEAL Architects

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Part VIII, Planning & Development

RECOMMENDATION

It is recommended that the Design Review Committee approve the qualitative elements of the substantive site plan approval application for a mixed-use addition to an existing building at 5466 Spring Garden Road, Halifax, as shown in Attachment A.

BACKGROUND

This application by TEAL Architects, on behalf of the property owner, is for a substantive site plan approval for 5466 Spring Garden Road, Halifax (the Royal Bank Building) (refer to Map 1). The application includes a two storey addition at the southern wall of the existing building, alterations to its façade along Queen Street, and minor changes to an existing entrance on Spring Garden Road. To enable the project to proceed to the permit and construction phases, the Design Review Committee (DRC) must consider the proposal relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB).

Existing Context

The site is approximately 718 square metres (7719.0 square feet) in area and is located on the south-west corner of the intersection of Spring Garden Road and Queen Street (Map 1). The Royal Bank Building was constructed in 1921 and expanded in the late 1950s. The building is a two storey commercial structure, with an eating establishment (Starbucks) off Spring Garden Road, retail space (American Apparel) off Queen Street, and office space on the second level. There is a driveway on the southern portion of the site that provides access to the adjoining property to the west, through an easement.

The subject site is surrounded by a mix of uses that include retail stores, restaurants and offices, and the new Central Library, which is immediately across Queen Street.

Project Description

The addition will include:

- an entrance that will provide barrier-free access to the building;
- two bank teller machines that are beside the new entrance; and
- the driveway access to the adjoining property, which is to be retained by establishing a passageway that will be a single storey high and 10 feet wide.

Changes to the existing building include new façade elements at the location of the American Apparel store and a new awning over the Starbucks entrance.

The following major elements of the proposal (refer to Attachments A and B) have been specifically highlighted by applicant:

- height of the 2-storey addition will be consistent with the existing building at 11 metres (36 feet) in order to create a continuous façade along Queen Street;
- renovations to the existing façade will be achieved by utilizing a high quality curtain wall system at entrances and new glazed sections along Queen Street only;
- approximately 232.25 square metres (2,500 square feet) of commercial office space area will be within the 2 levels;
- a new street-level pedestrian entrance to the commercial space will be provided from Queen Street;
- the penthouse and rooftop are to include a living green roof, which is designed to include a patio area and shrub planters;
- weather protection at sidewalk level is achieved via the inclusion of new canopies on both of the Spring Garden Road and Queen Street elevations;

- exterior materials are to include high quality glazing systems and dark grey spandrel panels where required; and
- bicycle parking facilities are to be provided as per the requirements of the Downtown Halifax Land use By-law (LUB).

Information about the approach to the design of the building has been provided by the applicant's architect (Attachment B). Attachment C contains renderings for the project.

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

- The site is located within the DH-1 Zone, the Spring Garden Road (No. 3) Precinct and Viewplane No. 10.
- The maximum pre-bonus height is 22 metres (72.2 feet) and the maximum post-bonus height is 28 metres (92 feet), measured from the commencement of the top storey of the building and the mean grade of the finished ground adjoining the building between the building and the fronting street.
- The required streetwall setback on Spring Garden Road and Queen Street is 0 to 1.5 metres (0 to 5 feet).
- The minimum streetwall height is 11 metres (36 feet) while the maximum streetwall height on Spring Garden Road is 17 metres (55.8 feet) and 18.5 metres (60.7 feet) on Queen Street.
- Landscaped open space is required for flat rooftops.

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 LUB. The Development Officer has reviewed the application and determined it to be in conformance with these requirements.

Role of the Design Review Committee
The role of the Design Review Committee in this case is to determine if the proposal is in keeping with the design guidelines in the Design Manual.

If the Design Review Committee approves the project, the decision of the Committee is subject to an appeal as per the provisions of the Downtown Halifax Secondary Planning Strategy. If no appeals are received, the project would then proceed through the permitting and construction processes.

DISCUSSION

Design Manual Guidelines
An evaluation of the proposed project against the applicable guidelines of the Design Manual is found in table format in Attachment D. The table indicates staff's advice as to whether the project complies with a particular guideline. In addition, it identifies circumstances where there

are different possible interpretations of how the project relates to a guideline or where additional explanation is warranted. These matters are outlined in more detail as follows:

Part 2 (Downtown Precinct) and Part 3 (General Design)

Entrances, Canopies and Awnings [2.3(c), 3.1.1(d), 3.2.3(b) and 3.3.3(b)]
New canopies are proposed over the existing entrance on Spring Garden Road, the retail space on Queen Street, and the entrance that is part of the addition. The Design Manual encourages canopies and awnings over sidewalks abutting the project, as a mechanism of providing weather protection for pedestrians. As canopies and awnings are encouraged but not mandatory, except on pedestrian-oriented streets, the presence of these elements meets the intent of the Design Manual.

Streetwall Coverage, Vehicular Access, Circulation, Loading and Utilities [3.2.1(b), 3.5.1(b), 3.5.1(c) and 3.5.1(d)]
In regards to vehicular and service access, the Design Manual calls for such features to have limited impacts on the streetscape by minimizing the width of the frontage that the access occupies and by providing high quality materials and features where access and service areas must be visible. While the passageway is an unusual feature, being a circumstance of the easement to the adjoining property, it is acceptable under the Design Manual given its limited size and the manner in which it is integrated as part of the overall addition.

Conclusion
Upon review of the proposal against the criteria of the Design Manual, staff recommends that the Design Review Committee approve the qualitative elements of the substantive site plan approval application for a mixed-use addition to the existing building located at 5466 Spring Garden Road, Halifax.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the proposed 2014/15 operating budget for C310 Planning & Applications.

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 at HRM Customer Service Centres, a sign on the property and a public open house.

Where a site plan approval is appealed, a hearing is held by Regional Council to provide the opportunity for the applicant and the appellants to speak.

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES

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

2. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal, based on the specific guidelines of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council. This is not recommended.

ATTACHMENTS

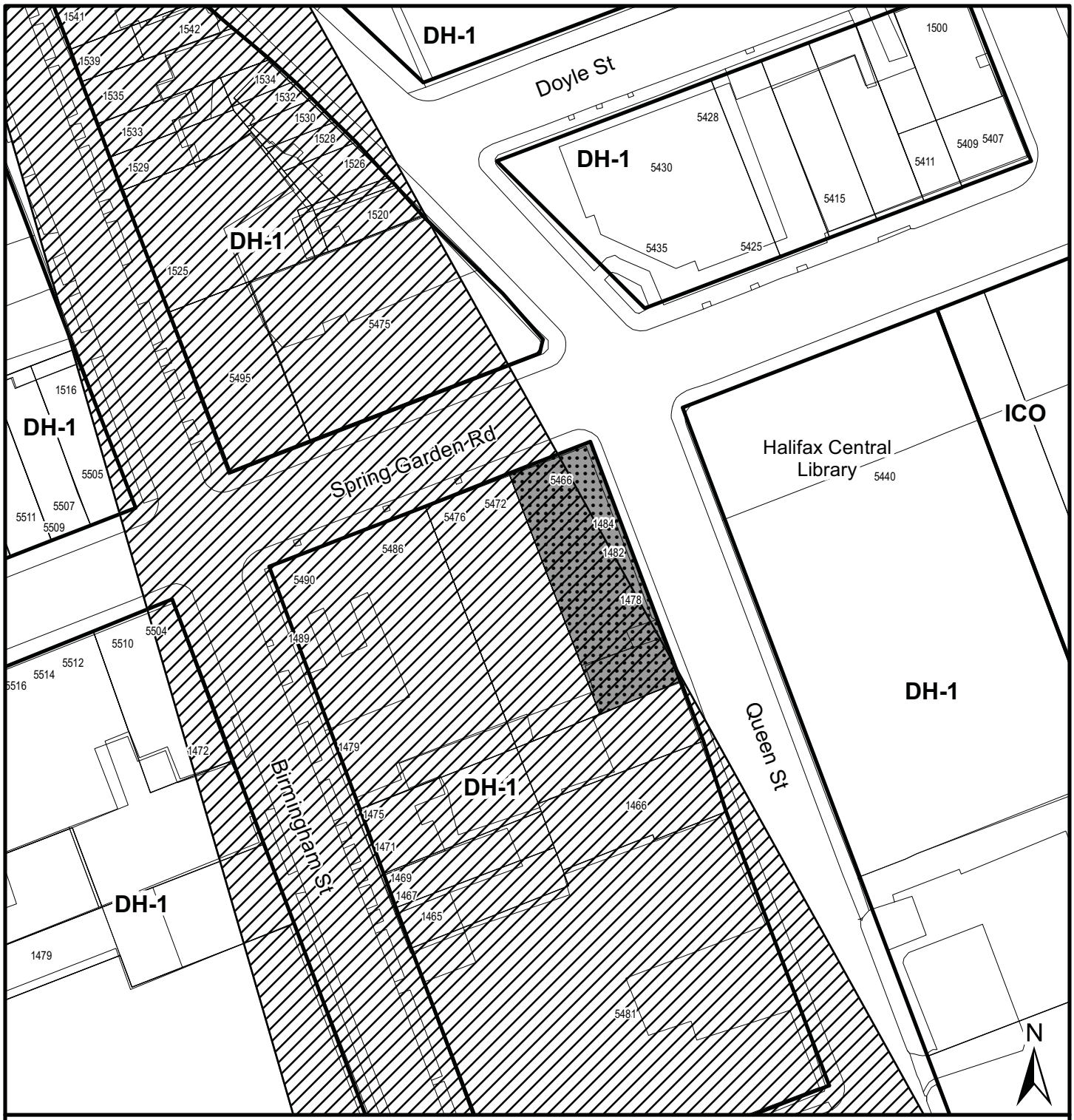
Map 1	Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Design Rationale
Attachment C	Floor Plans, Section Plans and 3D Renderings
Attachment D	Design Manual Checklist – Case 19139

A copy of this report can be obtained online at http://www.halifax.ca/boardscom/DesignReviewCommittee-HRM.html then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210 or fax 490-4208.

Report Prepared by: Dali H. Salih, Planner, Development Approvals, 490-1948

Signed by

Report Approved by: Kelly Denty, Manager of Development Approvals, 490-4800



Map 1 - Zoning

5466 Spring Garden Road
and 1478-84 Queen Street
Halifax

HALIFAX
REGIONAL MUNICIPALITY
DEVELOPMENT APPROVALS

0 20 40 m

Subject site

View plane 10

Downtown Halifax Plan Area

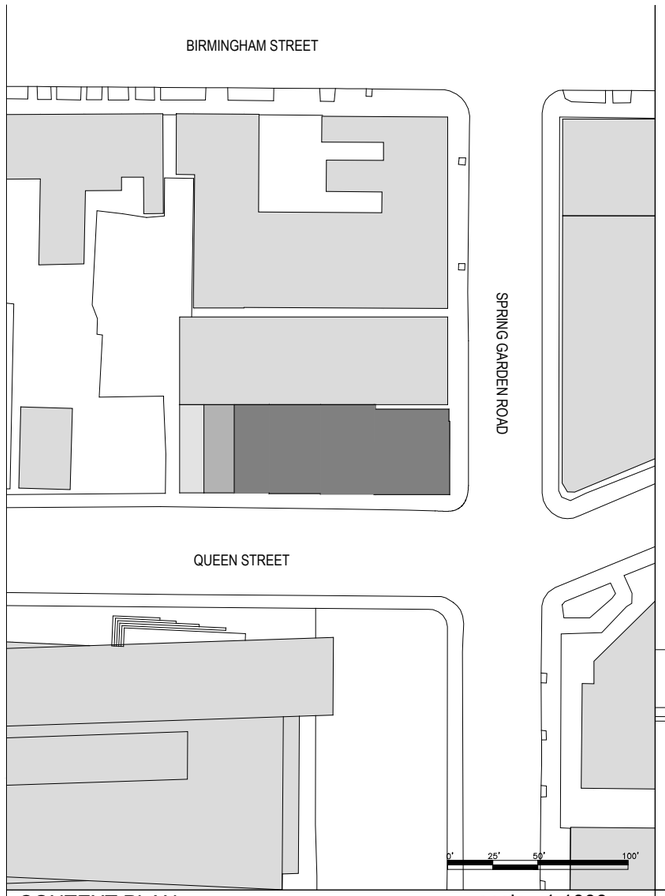
Zone

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

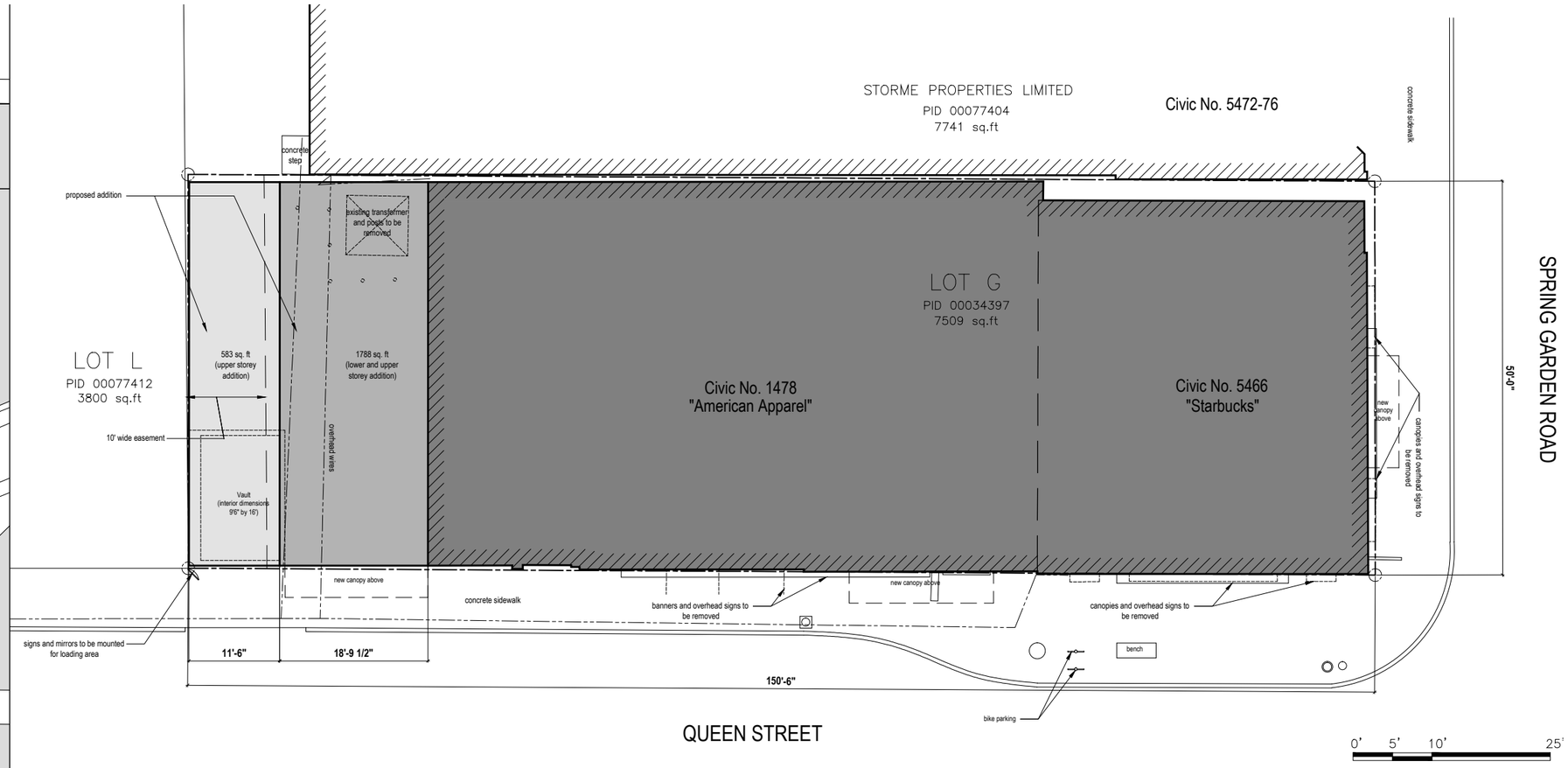
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

27 March 2014 | Case 19139 | T:\work\planning\Casemaps\DHFX\19139\ (HEC)



CONTEXT PLAN scale: 1:1000



SITE PLAN scale: 1:200

DRAWING NO:

A-001

DRAWING:	Context and Site Plan
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	As Indicated

DO NOT SCALE DRAWINGS.
ALL DIMENSIONS TO BE VERIFIED ON SITE.

REVISION: DATE:

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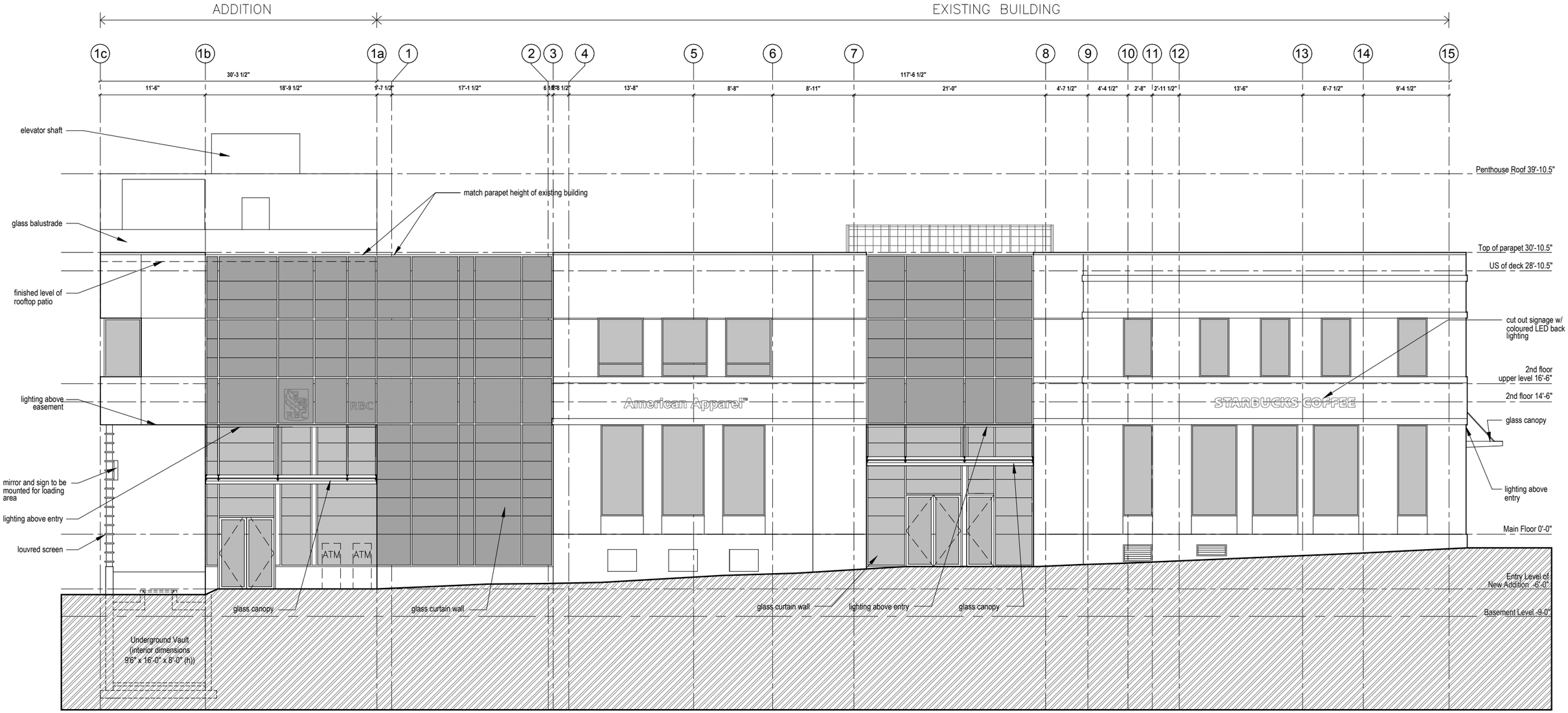

DRAWING NO:

A-200

DRAWING:	East Elevation
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	3/32" = 1'-0"

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0' 2.5' 5' 10' 20'

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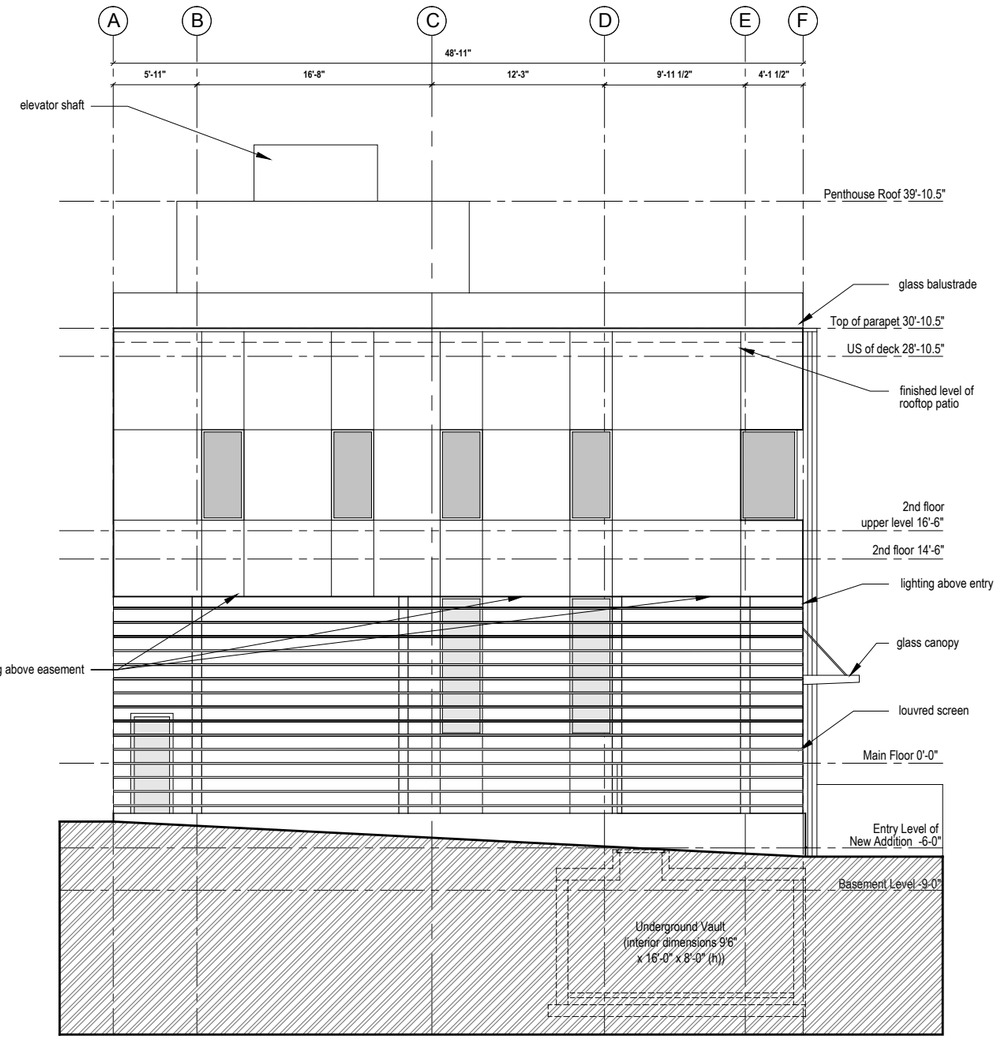
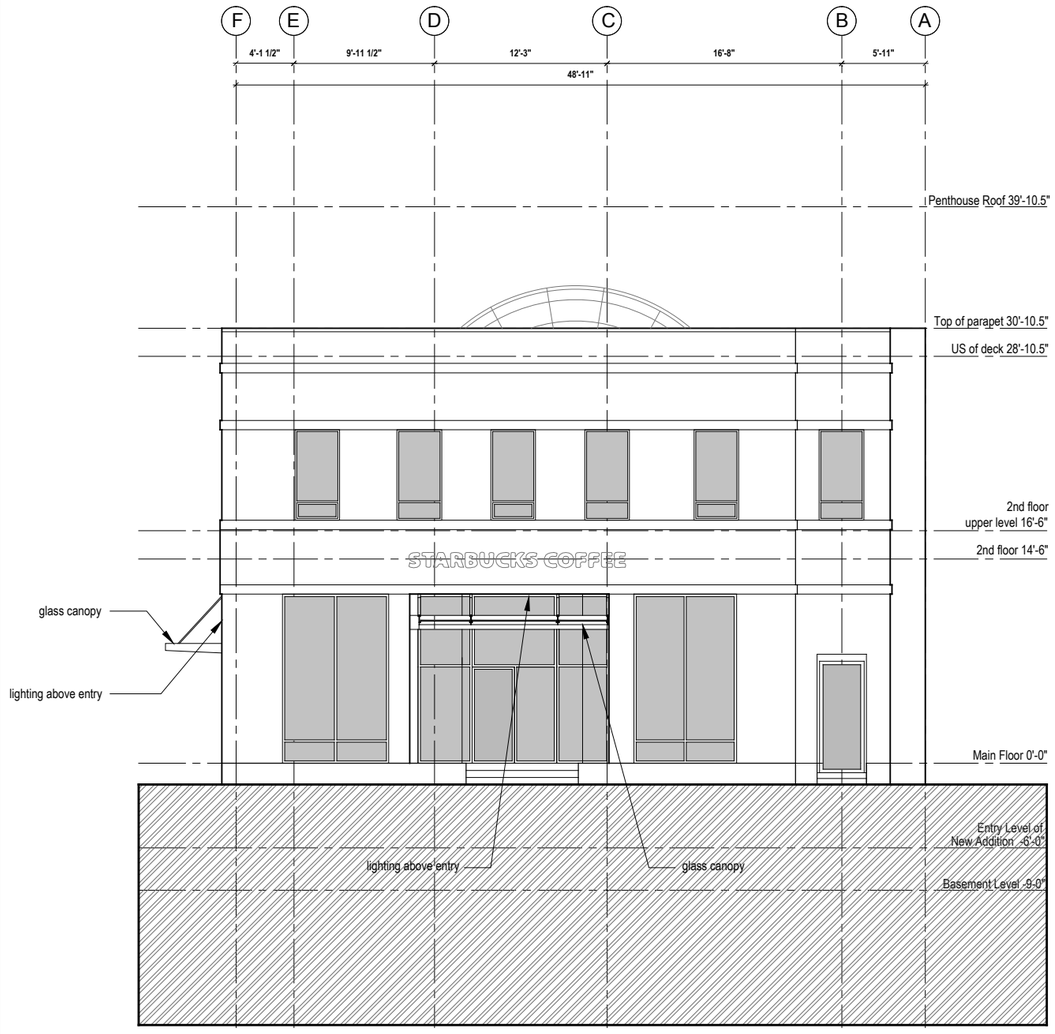


SOUTH ELEVATION



NORTH ELEVATION

DRAWING NO:

A-201

DRAWING:	South and North Elevations
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd
CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road
DRAWN BY:	JEC
DATE:	05/11/2013
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DESIGN RATIONALE

5466 Spring Garden Road, formerly known as The Royal Bank Building, holds a prominent location in downtown Halifax. The building is directly across Queen Street from the new HRM Central Library. It forms the western boundary of a soon-to-be busy pedestrian-oriented public realm. Built in 1921, the building was designed by local architect Phil Dumaresq and still contains two vaults once used by the Royal Bank of Canada.

The main design concept for the renovations and extensions to the building is that it now creates an important edge to a new prominent public space in HRM. The following rationale relates to sections of the Downtown Halifax Land Use Bylaw Schedule 1: Design Manual as noted following each description.

CIVIC CHARACTER (DESIGN MANUAL S.3.4)

The renovated and extended building will add character to new public spaces created by the new Central Library. Also, the building is very visible from the upper levels of the new library. The corner of Spring Garden Road and Queen Street will become one of the busiest pedestr an intersections in the HRM. At the corner the massing of the building will not change. The entrances on both elevations will be widened and made consistent with the use of the same curtain wall system. Entrances will be more generous, will have awnings and lighting integrated into the curtain wall system. The south end of the building will be extended to increase internal space, complete the streetwall as far as possible, and provide universal access to every level.

5466 Spring Garden Road will:

- create a vibrant Western edge of the new public space on the East side of Queen Street
- enhance the Western views from the Library
- use a high quality curtain wall system at entrances and new glazed sections
- increase transparency along the sidewalk
- provide canopies for all entrance doors
- integrate into the facade a consistent, well designed signage system for both retail and office spaces
- use a new integrated lighting strategy (at entrances, for signage, and wall washing highlights which will strengthen the elevation
- limit light pollution while creating a strong visual interest at night.
- install a rooftop patio for the new section
- use materials consistent with the primary materials of the Queen Street elevation for the penthouse

The south end of the building will be extended to incorporate internal space, complete the streetwall as far as possible, and provide universal access to every level.

DESIGN RATIONALE

PRECINCT 3 (DESIGN MANUAL S.2.3)

The proposed addition will have no significant impact on shadowing.

PEDESTRIAN STREETSCAPES (DESIGN MANUAL S.3.2)

Rhythm

The vertical rhythm and proportions of the openings found in the existing building are continued in the additions and exterior renovations using the mullions of the glazing system. The addition completes the streetwall with exception of an opening 7% of the length of the eastern boundary (on the main floor only). The opening provides vehicular access to mid-block buildings to the West. The opening will be well-lit for night-time safety. (3.2.1.a and 3.2.1.b)

The degree of transparency will be significantly increased at ground level. The relocated and renovated access lobbies and new elevator lobby will incorporate universal access and lighting. (3.2.1.e, 3.2.1.f, and 3.3.2.a to 3.3.2.j)

Height

The new portion of the street wall on Queen Street continues the height of the existing building. The existing proportions of streetwall height to right of way width are maintained with the addition. (3.2.1.c, and 3.2.1.d)

BUILDING DESIGN (DESIGN MANUAL S.3.3)

Entryways

All entries will incorporate new glass canopies approximately 3ft deep with drainage to ensure pedestrians do not receive flows off the edges of the canopies. Entries will be highlighted with lighting designed to avoid light pollution. The Queen Street entrances to the retail spaces are further emphasised with displays. (3.3.3.a, and 3.3.3.b)

The south elevation of the addition will be a composition of poured-in-place concrete columns and Dryvit panels to match existing building materials. The colour and texture of the panels will match existing stone facing and will provide the fire rating necessary for a future neighbouring building. In this manner, the addition will make a ‘bookend’ for the building (3.3.1.d).

Materials

The addition will have a high quality glazing system that integrates windows and doorways. This glazing system will also replace the exteriors of the relocated and renovated access lobbies to the main floor commercial areas. Clear glass vision panels with glare resistant coatings and highest possible thermal performance will be used throughout. Dark grey spandrel panels will be used where required. The new glazing system will make the building more coherent and consistent as pedestrians walk around the corner

DESIGN RATIONALE

from Spring Garden to Queen Street.

In the spirit of guideline 3.3.2.d, there are no changes in material at the corners. The new material used in the southernmost bay matches the materials previously used on the Queen Street facade of the building.

Relationships

The Base, Middle and Top of the building are subtly expressed on the existing building and the proposed addition and renovations will strengthen these expressions. The existing building is 'grounded' with a granite Base upon which sits the Middle that is composed of taller windows and is capped by a horizontal band.

This horizontal band provides a transition to the Top, which is composed of shorter windows and is completed by another horizontal band. Both horizontal bands have two raised profiles running along their length. On the band that concludes the Middle, the raised profiles are located at the bottom and the top of the band. On the band that completes the Top, one raised profile is again at the bottom however the upper raised profile is +/-12 inches below the roof parapet line, which makes the upper band taller and completes the elevation in a strong way. (3.3.1.a, 3.3.1.b, 3.3.1.c, and 3.3.4.b)

The new curtain wall system extends the principal horizontal lines of the building to emphasize the Base-Middle-Top relationships.

An elevator and stair core will extend above the northern end of the addition. This core is set back from all building faces to avoid snow drifts over edges. The surrounding roof area will be paved and landscaped at the Eastern and Southern edges. The landscaping will be visible from the street. (3.3.4.c, 3.3.4.d, and 3.3.4.e)

PARKING, SERVICES AND UTILITIES (S.3.5)

Parking

No additional parking is required or provided. (3.5.2 and 3.5.3)

Utilities

Vehicle access to mid-block properties on the West side must be provided from Queen Street through the streetwall opening at the southern end of the property. In our proposal the vehicle entrance is made into a portico with the street wall continuing at the second storey.

Waste storage between pick-up days is accommodated in the basement level. There is a designated room for recycling per the waste management requirements of HRM. The service door that also enables pick up of garbage and recycling is within the streetwall opening, out of view. (3.5.1)

DESIGN RATIONALE

Lighting

The exterior lighting strategy for the building has been redesigned to enhance the rhythm of the facades, emphasises the entrances, and features the horizontal band that completes the middle portion of the elevation. The design of back-lit signage for retail and commercial tenants will be made consistent and will be within the middle horizontal band. Night lighting for display windows and signage will enhance the public character of the building. The solid parts of the building will receive up and down lighting from behind the signage band, angled such that there will be no light pollution on the sidewalk or neighbouring areas. (3.5.4 and 3.5.5)

Signage

The existing signage on the building will be renewed. The new signage will be concentrated only in the signage band delineated by the raised profiles mid-way up the elevation of the original building (see 'Relationships'.) On the portions of the building which are solid with punched openings, the signage will be in a plane which is the depth of this band and which is projected out from the solid surface so that cut out letters and symbols can be back lit with coloured or white LED lighting from behind. Using this strategy, the signage lighting will not contribute to light pollution on the neighbouring properties or on the sidewalk. (3.5.5)

SUSTAINABILITY

The following points summarize the sustainability characteristics of the proposed project. The numbering refers to the Sustainability Guidelines in 'HRM By Design, Schedule S1, Design Manual'. Only the points relevant to this project are included in the description below:

5.2.1 Sustainable Sites

a. The contractor will be required to ensure that erosion and sedimentation controls are in place during construction.

f. The new section of the roof will use light-coloured roofing materials with high reflectance.

i. As described above, exterior lighting will be shielded for full cutoff as required. Exterior lighting shall fall within the property or on the face of the building.

5.2.2 Transportation

a. Required bicycle parking will be provided. Four (4) spaces are intended for the decked area on the northeast corner of Queen Street and Spring Garden Road.

5.2.3 Water Conservation

b. and c. Potable water for sewage conveyance will be reduced using dual flush toilets. The possibility of grey water recycling will be investigated.

5.2.4 Construction Waste Management

a. A construction and demolition waste management plan in compliance with HRM By-law No. S-600 will be developed.

DESIGN RATIONALE

5.2.5 Atmosphere

a. The envelope of the new portion of the building will be in conformance with the National Energy Code.

5.2.6 Materials

a. A recycling room including elevator access will be provided.

b. 58% of the building shell will be retained. 42% will be upgraded to assemblies with higher durability and energy performance than the existing assembly being replaced.

5.2.7 Indoor Air Quality

a. The ventilation system will meet the most current American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) Standard and will conform to the Provincial Smoke Free Places Act.

b. The main and upper floors of the building are designed to provide day lighting to all occupied spaces.

c. A Construction IAQ program will be developed so the existing and new ventilation system components are protected from contaminants.

d. A permanent air-monitoring system will be installed.

e. HVAC and refrigeration equipment will not contain CFCs or HCFCs.

f. Building materials will not use CFCs or HCFCs.

h. The design provides views to the outdoors for all occupants.

i. Volatile Organic Compound content in architectural materials will be limited to the lowest possible levels.

5.2.8 Building Materials

a. Local materials employing post-consumer recycled content and post-industrial recycled content will be used where possible.

b. Salvaged or refurbished materials will be used where possible.

c. Rapidly renewable materials will be used where possible.

e. Materials and assemblies with the highest possible durability characteristics will be used.

5.2.9 Energy Conservation

a. Operable windows will be considered for the office level

b. Waste heat recovery will be included in the design of the heating cooling system.

e. The new building systems will monitor and control excessive energy consumption.

f. New lighting controls will manage energy consumption. The design maximises day lighting and energy efficient artificial lighting will be installed.

5.2.10 General Sustainable Development Guidelines

b. The design of the new building envelope responds to climate and orientation.

d. Wood products harvested from certified forests will be used wherever possible

e. Biodegradable materials will be required wherever appropriate.

f. Wherever possible, primary materials will be selected using a life-cycle costing approach.

g. Recycled grey-water will be used for toilet flushing if possible.

DESIGN RATIONALE

h. Operable windows integrated in the new curtain wall, and new operable ‘punched’ windows on the south face and south-east corner will be considered
i. Roof water recycling will be considered.

OTHER MUNICIPAL REQUIREMENTS

BARRIER-FREE ACCESS

Barrier-free access can be accommodated on site with no changes to the HRM right-of-way/sidewalk grade during design or construction.

ARCHAEOLOGICAL RESOURCES

Excavation required by Nova Scotia Power on site has not revealed any items of archaeological significance. The extension to the building does not require a basement. Excavation will be required for footings, elevator shaft and electrical power vault. A qualified archaeologist will be retained if necessary.

If any item of significance is discovered during excavation, typical protocol will be enforced following the provincial requirements for the preservation of archaeological resources.

BICYCLE PARKING

Off-site bicycle parking will be coordinated through HRM staff and costs will be to the Developer in accordance with Section 14 of the Land Use By-Law.

WATER

No additional washroom provisions are required or provided; therefore the existing laterals are sized appropriately to accommodate the proposed addition.

LICENSE TO PASS

The ‘license to pass’ on the property is registered with the Provincial Land Registry in favor of neighbouring properties to the West. The dimensions are 12ft (h) by 10ft (w) and it is situated along South lot boundary.

existing wall to be demolished
existing wall to be retained
new concrete wall
new curtain wall
new dryvit panels
new concrete block
new interior partition

ADDITION

EXISTING BUILDING

1c 1b 1 (A-300) 2 (A-300) 1a 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

30'-3 1/2" 117'-5"

11'-6" 18'-9 1/2" 1'-7 1/2" 17'-1" 7" 1'-8" 13'-8 1/2" 8'-8" 8'-10 1/2" 21'-0" 4'-7 1/2" 4'-4 1/2" 2'-8" 2'-11 1/2" 13'-6" 6'-8" 9'-4 1/2"

A B C D E F

5'-11" 16'-8" 12'-3" 9'-11 1/2" 4'-1 1/2" 48'-11"

UP
9 Risers @ 7"
8 Treads @ 11"
3'-0" x 6'-8" door
storage
sump pump w/ access hatch (8'-0" deep) see mechanical / electrical engineers drawings
storage
two 3'-0" x 6'-8" doors
line of stair above
Recycling Room
Underground Vault (interior dimensions 9'6" x 16'-0" x 8'-0" (h))
A-104
Elec. / Comm. Room
main panel
disconnect switch
Garbage Room
Storage
2'-4" x 6'-8" door
2'-6" x 6'-8" door
existing staircase to be removed
Potential Commercial
Basement Level -9'-0"
Storage
Storage

DRAWING NO:

A-100

DRAWING:	Plan - Basement
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	3/32" = 1'-0"

DO NOT SCALE DRAWINGS.
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0' 2.5' 5' 10' 20'

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existing wall to be demolished
existing wall to be retained
new concrete wall
new curtain wall
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new concrete block
new interior partition

ADDITION

EXISTING BUILDING

1c 1b 1a 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

1 A-300

2 A-300

30'-3 1/2"

117'-5"

11'-6" 18'-9 1/2" 1'-7 1/2" 17'-1" 7' 1'-8" 13'-8 1/2" 8'-8" 8'-10 1/2" 21'-0" 4'-7 1/2" 4'-4 1/2" 2'-8" 2'-11 1/2" 13'-6" 6'-8" 9'-4 1/2"

A B C D E F

5'-11" 16'-8" 48'-11" 12'-3" 9'-11 1/2" 4'-1 1/2"

DN

3'-0" x 6'-8" door

elevator doors below

Balcony Level 2'-4"

UP

Easement

Lobby
Entry Level of New Addition -6'-0"

DN

2'-8" x 6'-8" door

11 Risers @ 7"
10 Treads @ 11"

existing staircase to be removed

Retail Space 1
2753 sq. ft
Main Floor 0'-0"

Retail Space 2
2443 sq. ft
Main Floor 0'-0"

DN

UP

4'-0"

canopy above

14'-2"

barrier free lift

DN

DN

DN

two 3'-0" x 7'-10" doors

7 Risers @ 7"
6 Treads @ 11"

2'-8" x 6'-8" door

NEW FLOOR AREA

ATM ATM

ramp up 2"

canopy above

4'-0"

finished level of sidewalk -6'-2"

18'-1 1/2"

4'-0"

canopy above

18'-3 1/2"

A-105

NEW CURTAIN WALL

NEW CURTAIN WALL

DRAWING NO:

A-101

DRAWING:	Plan - Main Floor
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd
CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road
DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	3/32" = 1'-0"

DO NOT SCALE DRAWINGS.
ALL DIMENSIONS TO BE VERIFIED ON SITE.

0' 2.5' 5' 10' 20'

REVISION: DATE:

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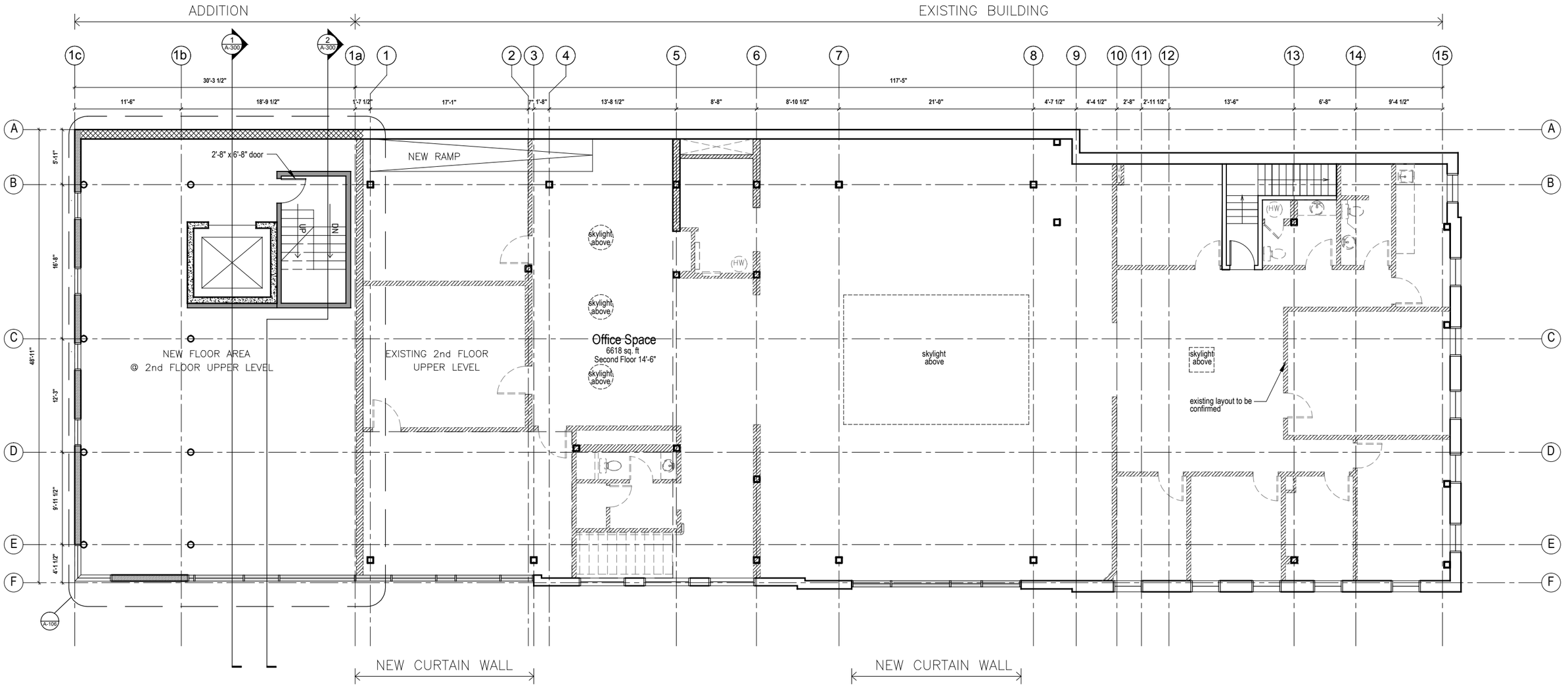
Halifax, Nova Scotia B3H 1Y1
t.902.404.8383 f.902.404.8368

existing wall to be demolished
existing wall to be retained
new concrete wall
new curtain wall
new dryvit panels
new concrete block
new interior partition



DRAWING NO:

A-102

DRAWING:	Plan - Second Floor
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
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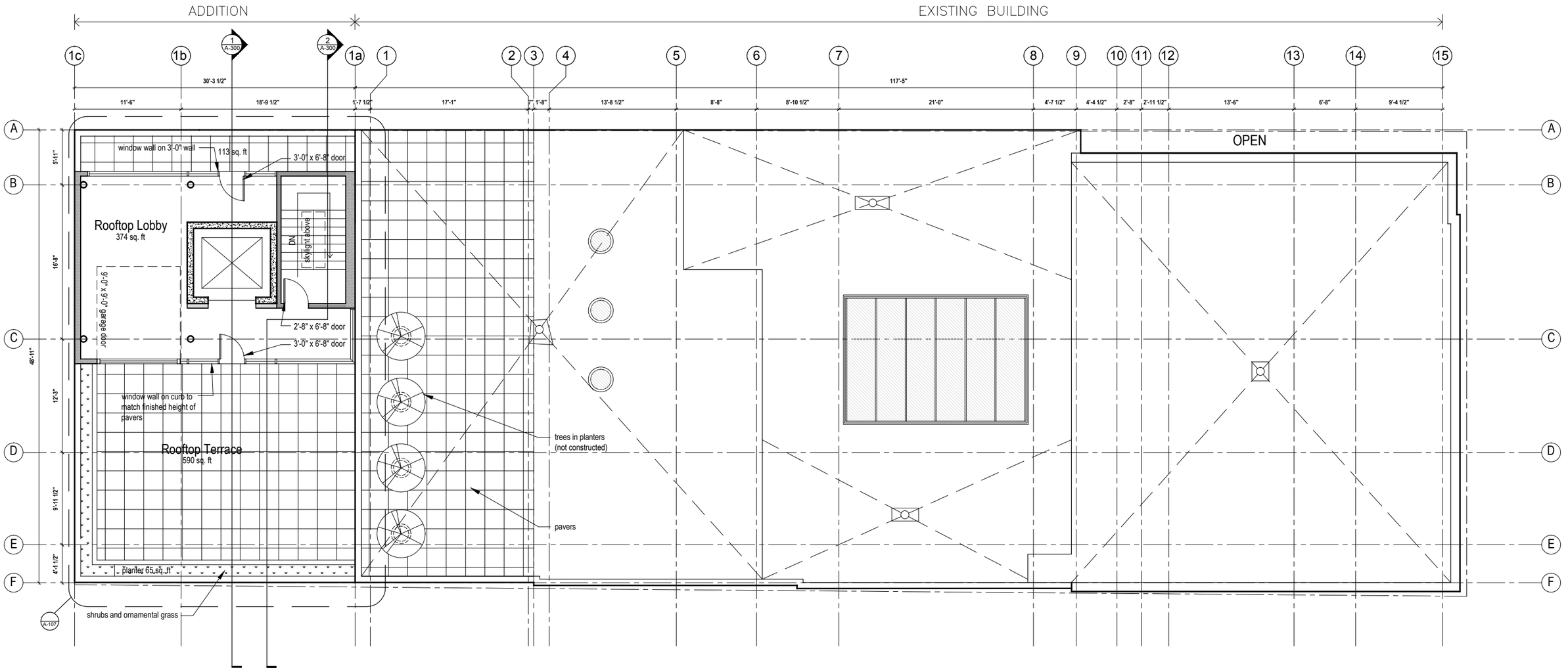

Note:
50 person occupant load on roof to be indicated by a permanent sign

DRAWING NO:

A-103

DRAWING:	Plan - Roof
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd
CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road
DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	3/32" = 1'-0"

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new concrete block
new interior partition

F E D C B A

48'-11"

4'-1 1/2" 9'-11 1/2" 12'-3" 16'-8" 5'-11"

1c 1b 1a 1

11'-6" 30'-3 1/2" 18'-9 1/2" 1'-7 1/2"

1 A-300 2 A-300

ADDITION

Underground Vault
(interior dimensions
9'6" x 16'-0" x 8'-0" (h))

16'-0" 10'-0"

29'-6" 9'-0"

line of stair above

two 3'-0" x 6'-8" doors

sump pump w/ access hatch (8'-0" deep) see mechanical / electrical engineers drawings

7'-5 1/2" 8'-4"

5'-0" 3'-10"

9 Risers @ 7"
8 Treads @ 11"

3'-0" x 6'-8" door

UP

18'-1 1/2"

storage storage storage

8'-7 1/2" 8'-5 1/2"

Recycling Room

10'-1" 11'-9 1/2" 4'-0" 16'-2 1/2"

main panel

disconn switch

5'-4"

Elec. / Ro

DRAWING NO:		CLIENT NAME: Westwood Developments Limited		DRAWN BY:	JEC
A-104	DRAWING: Plan - Detail of Basement	CLIENT CONTACT:		DATE:	05/11/2013
	PROJECT NO: 2013. TEAL. 004	PROJECT ADDRESS:	5466 Spring Garden Road	SCALE:	3/16" = 1'-0"
	PROJECT NAME: 5466 Spring Garden Rd				

DO NOT SCALE DRAWINGS.
ALL DIMENSIONS TO BE VERIFIED ON SITE.

0' 1' 2' 4' 10'

REVISION: DATE:

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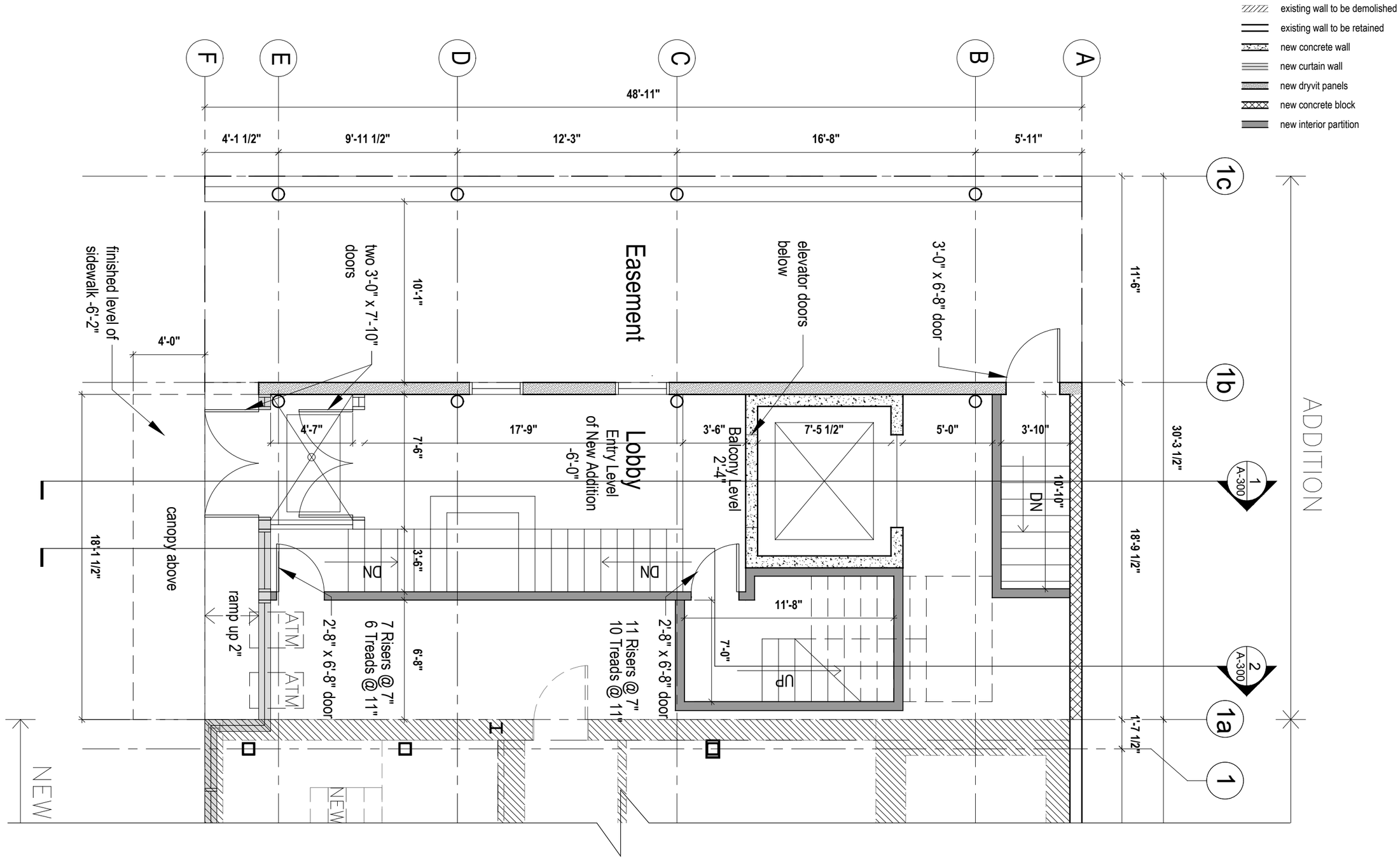

DRAWING NO:

A-105

DRAWING:	Plan - Detail of Main Floor
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	3/16" = 1'-0"

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0' 1' 2' 4' 10'

REVISION: DATE:

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new concrete block
new interior partition

F E D C B A

48'-11"

4'-1 1/2" 9'-11 1/2" 12'-3" 16'-8" 5'-11"

1c 1b 1a 1

11'-6"

30'-3 1/2"

18'-9 1/2"

1'-7 1/2"

ADDITION

NEW FLOOR AREA @ 2nd FLOOR UPPER LEVEL

7'-5 1/2"

8'-4"

8'-11 1/2"

2'-8" x 6'-8" door

UP

DN

7'-0"

13'-9"

3'-6"

28'-10"

1 A-300

2 A-300

NEW

EXIST

DRAWING NO:

A-106

DRAWING:	Plan - Detail of Second Floor
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd
CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road
DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	3/16" = 1'-0"

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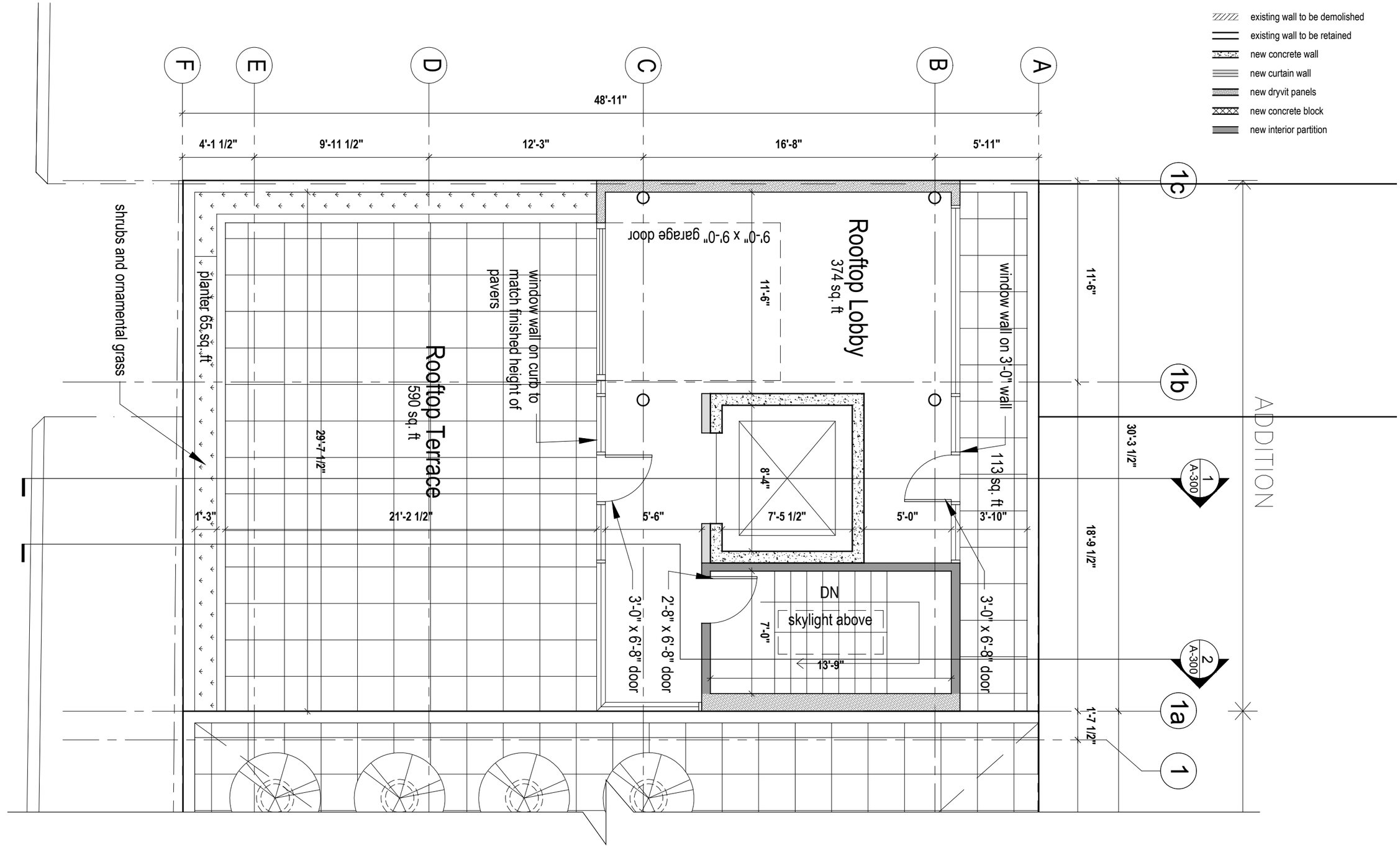

DRAWING NO:

A-107

DRAWING:	Plan - Detail of Roof
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	3/16" = 1'-0"

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0' 1' 2' 4' 10'

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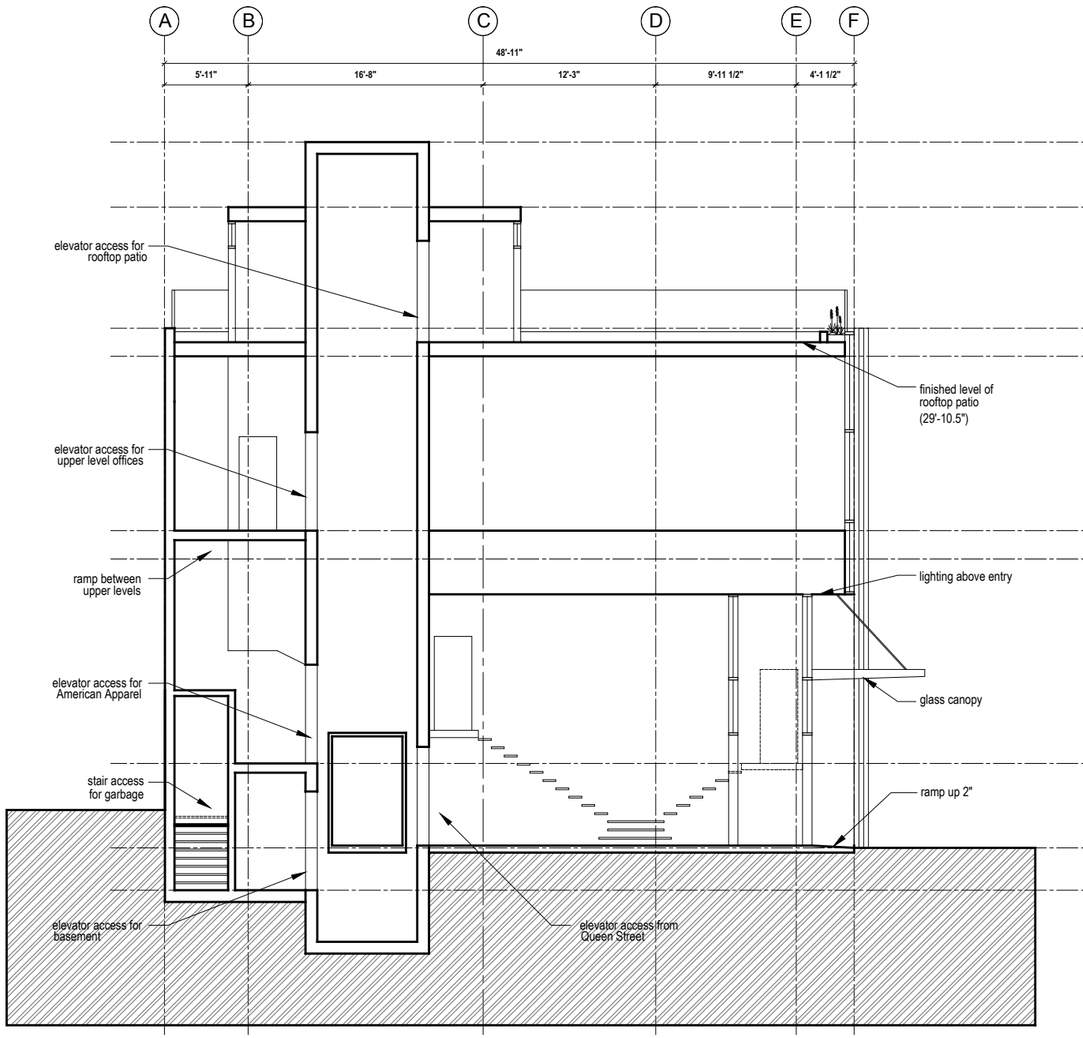
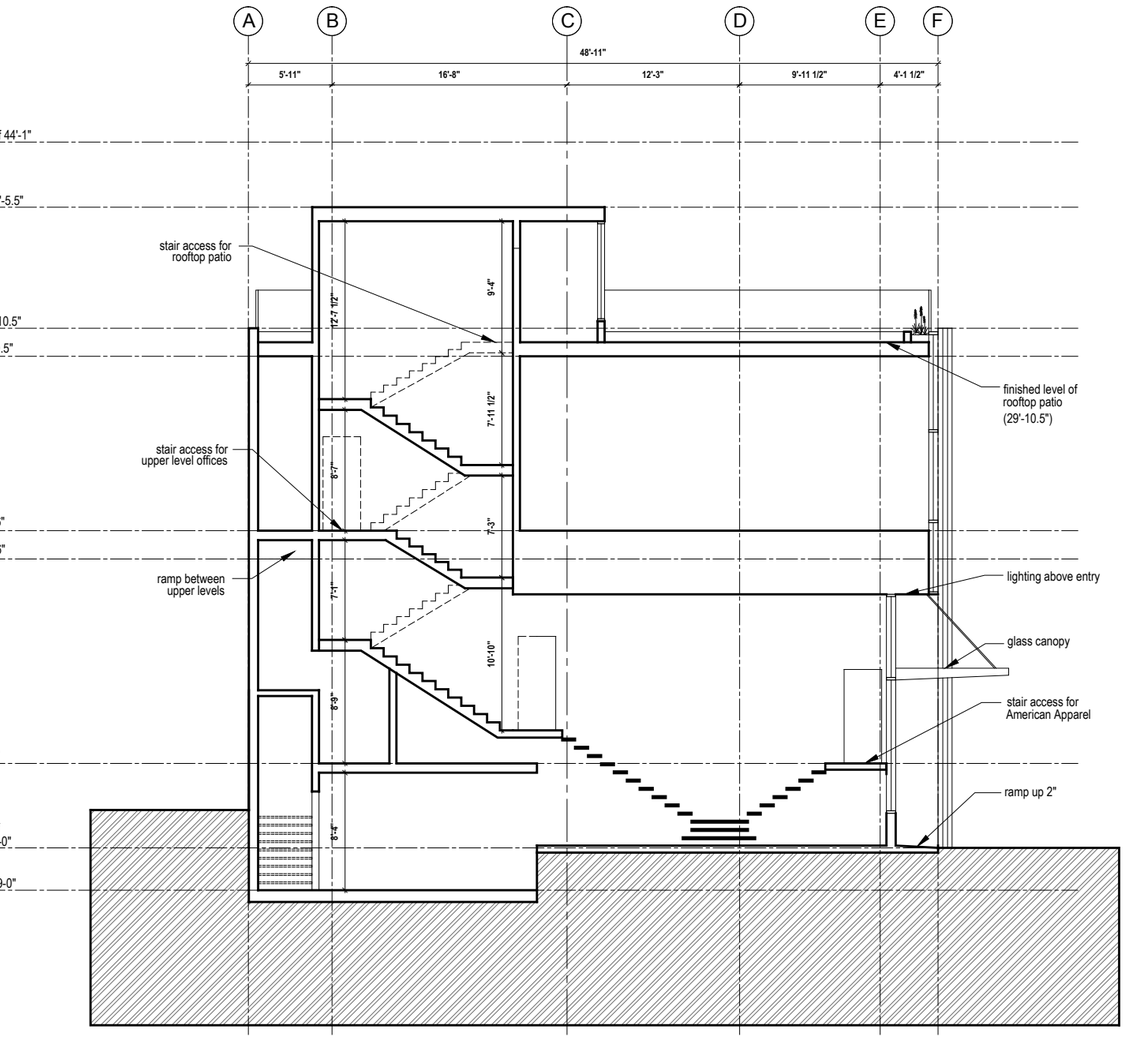


① EAST WEST SECTION THROUGH ELEVATOR



② EAST WEST SECTION THROUGH STAIR CORE

Top of Elevator Roof 44'-1"
Penthouse Roof 39'-5.5"
Top of parapet 30'-10.5"
US of deck 28'-10.5"
2nd floor upper level 16'-6"
2nd floor 14'-6"
Main Floor 0'-0"
Entry Level of New Addition -6-0"
Basement Level -9-0"

DRAWING NO:

A-300

DRAWING:	East West Sections
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	5/11/2013
SCALE:	3/32" = 1'-0"

DO NOT SCALE DRAWINGS. ALL DIMENSIONS TO BE VERIFIED ON SITE.

0' 2.5' 5' 10' 20'

REVISION: DATE:

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DRAWING NO:

ASK-100

DRAWING:	South East Perspective
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	05/11/2013
SCALE:	N.T.S

DO NOT SCALE DRAWINGS.
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REVISION: DATE:

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DRAWING NO:

ASK-101

DRAWING:	South East Night Perspective
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	06/12/2013
SCALE:	N.T.S

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ALL DIMENSIONS TO BE VERIFIED ON SITE.

REVISION: DATE:

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DRAWING NO:

ASK-102

DRAWING:	Spring Garden Perspective
PROJECT NO:	2013. TEAL. 004
PROJECT NAME:	5466 Spring Garden Rd

CLIENT NAME:	Westwood Developments Limited
CLIENT CONTACT:	
PROJECT ADDRESS:	5466 Spring Garden Road

DRAWN BY:	JEC
DATE:	06/12/2013
SCALE:	N.T.S

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REVISION: DATE:

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Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
2	**Downtown Precinct Guide lines**			
2.3	**Precinct 3 - Spring Garden Road Area**			
2.3a	Development shall appropriately frame Citadel Hill, the Public Gardens, and Victoria Park through the provision of consistent, animated streetwalls of superior quality and design.			•
2.3b	Ensure that there continues to be adequate sunlight penetration on Spring Garden Road.	•		
2.3c	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.		•	
2.3d	Prohibit new surface parking lots of any kind.	•		
2.3e	Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines).	•		
2.3f	Development shall be in keeping with The Spring Garden Road/Queen Street Area Joint Public Lands Plan, including: • ensure that the Clyde Street parking lots are redeveloped with mid-rise development, underground parking, and massing that transitions to Schmidtville;			•
	• ensure that the existing parking supply on the two Clyde Street parking lots will be preserved as part of the redevelopment of those lots, and that in addition, the redevelopment provides adequate parking for the new uses being introduced;			•
	• reinforce a development pattern of 'monumental' buildings on Spring Garden Road from Queen Street towards Barrington Street;	•		
	• a new public open space, 2,000 square metres minimum, shall be established at the terminus of Clyde Street, on the east side of Queen Street;			•
	• Clyde Street and Brenton Place to become important pedestrian-oriented streets;			•
	• allow for a mid-rise development at the corner of			•

Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
	Morris and Queen Streets, and;			
	• to allow tall buildings on the western blocks of the precinct.			•
3	**General Design Guidelines**			
3.1	**The Streetwall**			
3.1.1	**Pedestrian-Oriented Commercial** On certain downtown streets pedestrian-oriented commercial uses are required to ensure a critical mass of activities that engage and animate the sidewalk These streets will be defined by streetwalls with continuous retail uses and are shown on Map 3 of the Land Use By-law. All retail frontages should be encouraged to reinforce the 'main street' qualities associated with the historic downtown, including:			
3.1.1a	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	•		
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	•		
3.1.1c	Frequent entries.	•		
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.		•	
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.			•
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.			•
3.1.2	**Streetwall Setback**			
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.	•		
3.1.2b	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-			•

Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
	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.			
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.			•
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**			
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.	•		
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets.		•	
3.2.1c	Generally, streetwall heights should be proportional to the width of the right-of-way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey stepbacks.	•		

Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.			•
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	•		
3.2.1f	Streetwalls should have many windows and doors to provide 'eyes on the street' and a sense of animation and engagement.	•		
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.	•		
3.2.2	**Building Orientation and Placement**			
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	•		
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also approriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.			•
3.2.2c	Sideyard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.	•		
3.2.3	**Retail Uses**			
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.	•		
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.		•	
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.			•

Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**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.	•		
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	•		
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.	•		
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.	•		
3.2.4	**Residential Uses**			
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.			•
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.			•
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.			•
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.			•
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.			•

Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**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.			•
3.2.5	**Sloping Conditions**			
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.	•		
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	•		
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	•		
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	•		
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.	•		
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.	•		
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.	•		
3.2.6	**Elevated Pedestrian Walkways** *The intent of these guidelines is to focus pedestrian activity and at the sidewalk level in support of sidewalk level retail establishments, and overall public realm vibrancy. However pedways may be appropriate or necessary in some case.*			
3.2.6a	Not be constructed in a north-south direction such that they block views up and down the east-west streets in the downtown.			•
3.2.6b	Not be more than a single storey in height.			•

Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
3.2.6c	Strive to have as low a profile as possible.			•
3.2.6d	Be constructed of highly transparent materials.			•
3.2.6e	Be of exceptionally high design and material quality.			•
3.2.7	**Other Uses**			
3.2.7a	Non-commercial uses at-grade should animate the street with frequent entries and windows.	•		
3.3	**Building Design**			
3.3.1	**Building Articulation**			
3.3.1a	To encourage continuity in the streetscape and to ensure vertical 'breaks' in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: • **Base:** Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through aimation, 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.	•		
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.	•		
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.	•		
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.	•		
3.3.2	**Materials**			

Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
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.	•		
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	•		
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.	•		
3.3.2d	Changes in material should generally not occur at building corners.	•		
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	•		
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	•		
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	•		
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.	•		
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	•		
3.3.2j	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**			
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	•		
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.		•	

Attachment D – Design Manual Checklist – Case 19139				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	•		
3.3.4	**Roof Line and Roofscapes**			
3.3.4a	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.			•
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.	•		
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.	•		
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.	•		
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.	•		
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.			•
3.4	**Civic Character**			
3.4.1	**Prominent Frontages and View Termini**			
3.4.1a	Prominent Visual Terminus Sites: These sites identify existing or potential buildings and sites that terminate important view corridors and that can strengthen visual			•

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	connectivity across downtown. On these sites distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways should be provided. Design elements (vertical elements, porticos, entries, etc.) should be aligned to the view axis. Prominent Visual Terminus Sites are shown on Map 9 in the Land Use By-law.			
3.4.1b	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 eastwest 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**			
3.4.2a	Provision of a change in the building massing at the corner, in relation to the streetwall.			•
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.			•
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.			•
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.			•
3.4.3	**Civic Buildings**			
3.4.3e	Civic buildings entail a greater public use and function, and therefore should be prominent and recognizable, and be designed to reflect the importance of their civic role.			•
3.4.3f	Provide distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.			•
3.4.3g	Ensure entrances are large and clearly visible. Provide a building name and other directional and wayfinding signage.			•
3.4.3h	Very important public buildings should have unique landmark design. Such buildings include transit terminals,			•

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	museums, libraries, court houses, performing arts venues, etc.			
3.5	**Parking Services and Utilities**			
3.5.1	**Vehicular Access, Circulation, Loading and Utilities**			
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.			•
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.		•	
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.		•	
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.		•	
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.	•		
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.	•		
3.5.2	**Parking Structures**			
3.5.2a	Where multi-storey parking facilities are to be integrated into new developments they should be visually obscured from abutting streets by wrapping them with ‘sleeves’ of active uses.			•
3.5.2b	Animated at-grade uses should occupy the street frontage, predominantly retail, with 75% transparency.			•
3.5.2c	At-grade parking access and servicing access to retail stores should be provided to the rear and concealed from the street.			•

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3.5.2d	Provide articulated bays in the façade to create fine-grained storefront appearance.			•
3.5.2e	Provide pedestrian amenities such as awnings, canopies, and sheltered entries.			•
3.5.2f	Provide façade treatment that conceals the parking levels and that gives the visual appearance of a multi-storey building articulated with window openings.			•
3.5.2g	Design of parking structures such that they can be repurposed to other uses (i.e. level floor slabs) is encouraged.			•
3.5.2h	Provide cap treatment (at roof or cornice line) that disguises views of rooftop parking and mechanical equipment.			•
3.5.2i	Utilize high quality materials that are compatible with existing downtown buildings.			•
3.5.2j	Locate pedestrian access to parking at street edges, with direct access. Ensure stairs to parking levels are highly visible from the street on all levels.			•
3.5.2k	Ensure all interior and exterior spaces are well lit, inclusive of parking areas, vehicular circulation aisles, ramps, pedestrian accesses, and all entrances.			•
3.5.2l	Maintain continuous public access to parking at all hours and in all seasons.			•
3.5.2m	Minimize the width and height of vehicular access points to the greatest practical extent.			•
3.5.2n	Provide clear sightlines for vehicles and pedestrians at sidewalks, by setting back columns and walls, and providing durable low maintenance mirrors.	•		
3.5.2o	Bicycle parking must be provided in visible at grade locations, and be weather-protected.	•		
3.5.3	**Surface Parking**			
3.5.3a	Surface lots shall be located out of sight behind buildings or inside city blocks rather than adjacent to streets or at corners.			•
3.5.3b	Surface lots shall only be moderate in size (10-20 cars) for			•

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	the handicapped and visitors, and must include bicycle parking opportunities.			
3.5.3c	Surface parking shall be designed to include internal landscaping or hardscaping on islands at the ends of each parking aisle, clearly marked pedestrian access and paths, lighting and be concealed with landscaped buffers or other mitigating design measures.			•
3.5.3d	In addition to landscaping, a variety of landscaping materials should be used to add visual texture and reduce apparent parking lot scale. Landscaping should be low maintenance.			•
3.5.4	**Lighting**			
3.5.4a	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	•		
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.	•		
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	•		
3.5.4d	Encourage subtle night-lighting of retail display windows.	•		
3.5.4e	Ensure there is no light trespasses onto adjacent residential areas by the use of shielded 'full cut off' fixtures.	•		
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	•		
3.5.5	**Signs**			
3.5.5a	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.	•		
3.5.5b	Signs should not obscure windows, cornices or other architectural elements.	•		
3.5.5c	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for	•		

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	viewing from sidewalks.			
3.5.5d	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.	•		
3.5.5e	Signs on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within architectural orders.			•
3.5.5f	Street addressing shall be clearly visible for every building.	•		
3.5.5g	The material used in signage shall be durable and of high quality, and should relate to the materials and design language of the building.	•		