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**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 19156: Substantive Site Plan Approval – Mixed-Use Development, 5262 & 5268 Sackville Street and 1593 Market Street, Halifax**

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### **ORIGIN**

Application by Mosaik Properties Management Limited

### **LEGISLATIVE AUTHORITY**

*Halifax Regional Municipality 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 at 5262 & 5268 Sackville Street and 1593 Market Street, Halifax, as shown in Attachment A;
2. Approve the requested variances to the Streetwall Height, Upper Storey Streetwall Setback, and Land Uses at Grade as shown in Attachment A;
3. Accept the findings of the qualitative wind impact assessment found in Attachment E; and
4. Recommend that the Development Officer accept, as the post-bonus height public benefit for the project, sustainable building practices through the retention of the existing façade at 5262 & 5268 Sackville Street and the reuse of building materials.

## **BACKGROUND**

### **Proposal**

This application for Substantive Site Plan Approval by Mosaik Properties Management Limited is for a mixed residential and commercial project at the corner of Market Street and Sackville Street in Downtown Halifax (see Attachment A). The applicant proposes to develop an 8 storey mixed use building. The applicant plans to demolish the existing buildings on the subject properties but will maintain the 3 storey façade of the building at 5262 & 5268 Sackville Street. The additional 5 storeys will be stepped back from the main facade. To enable the project to proceed to the permit and construction phases, the Design Review Committee must consider the project relative to the Design Manual within the Downtown Halifax Land Use By-Law (LUB).

### **Existing Context**

The subject site consists of 2 properties as shown on Map 1. The property located at the corner of Market and Sackville Street, 5262 & 5268 Sackville Street, is a 3 storey mixed commercial and residential building. The adjacent property, 1593 Market Street, is a single storey building that is currently vacant but most recently occupied with a retail use. The subject site is located on the opposite side of Sackville Street from the site of the proposed Convention Centre. Other surrounding uses include a mix of residential, hotel, retail and office uses.

### **Project Description**

The proposed project consists of a 8 storey building containing commercial and residential uses. The project includes the retention of the façade of the existing 3 storey building located at the corner of Market and Sackville Streets. The following major elements of the proposal (refer to Attachment A) have been specifically highlighted by applicant:

- approximately 8,050 sq. ft. of commercial area located on the ground level and basement level;
- 39 residential units through a mix of bachelor, 1-bedroom and 2-bedroom units;
- pedestrian entrances will be provided along Market and Sackville Streets and at the corner of Market and Sackville Street;
- a landscaped flat roof with amenity area;
- weather protection at sidewalk level via recessed building entrances and canopies;
- exterior cladding material includes granite panels and metal panels;
- no vehicular parking; and
- bicycle parking facilities as per requirements of the Downtown Halifax LUB.

The proposed project exceeds the pre-bonus height of 22 metres and proposes a height of 28 metres, which may be considered as a post-bonus height. Post-bonus heights can be considered if the applicant can demonstrate that the building will provide a public benefit as outlined in the Downtown Halifax LUB. The proposed public benefit includes sustainable building practices through the retention of the existing façade and through the re-utilization of some building materials in the project of the new addition;

Information about the approach to the design of the building has been provided by the applicant (Attachment B). Attachment C provides 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 situated within the Upper Central Downtown Area (Precinct #6) and is zoned DH-1 (Downtown Halifax);
- The site is further located with a Centre Block as defined through Map 8 of LUB;
- The maximum pre-bonus height is 22 metres and the post-bonus height 28 metres;
- Viewplane #6 crosses the north-east corner the property;
- The ground floor of the building must have a floor-to-floor height of no less than 4.5 metres;
- The required streetwall setbacks on all street frontages is between 0 and 1.5 metres;
- The minimum stepback above the streetwall is 3metres;
- The minimum streetwall height is 11 metres while the maximum streetwall height is 15.5 metres for all street frontages; and
- Landscaping is required for the portion of flat rooftops which are not occupied by architectural features or mechanical equipment.

### **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 project 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, with the exception of the streetwall height, upper storey street wall stepback, and the ground floor to floor height. The applicant has requested variances to these elements.

### **Role of the Design Review Committee**

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

1. Determine if the project is in keeping with the design guidelines contained within the Design Manual;
2. Determine if the project should be approved with respect to the criteria in the Design Manual for the issuance of variances;
3. Determine if the project is suitable in terms of the expected wind conditions on pedestrian comfort; and
4. Provide advice to the Development Officer with respect to the acceptability of the proposed post-bonus height public benefit category.

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 process.

## 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)*

#### Streetwall Design (3.2.1e, 3.3.1c)

Under the Design Manual, streetwalls should be designed with the highest possible materials and to provide architectural variety and interest. The proposed addition along Market Street is designed in a more modern, yet basic, design comprised mainly of granite panels. In comparison to the richer architectural detailing on the brick and masonry façade to be retained, the addition appears to be more subdued. This was intended by the architect in order to create greater emphasis on the retained façade.

Although more subdued when compared to the existing façade, the proposed addition is to be developed of granite panels which is considered a form of high quality design material and includes large windows to break up the massing of the building. Staff are of the opinion that the proposed addition successfully meets the street wall design criteria of the Design Manual while keeping the main focus on the existing façade.

#### Utilities along Street Frontages (3.2.1g and 3.5.1e)

The Design Manual states that mechanical or utility functions (vents, trash vestibules, propane vestibules) are not to be located along pedestrian frontages at grade level. Detailed plans have not been provided outlining the location of utility functions. However, the architect is aware of the design guidelines outlining the location utility functions and will incorporate the guidelines when establishing the mechanical plans of the proposed project.

#### Streetwall Height (3.1.3)

See the Variances Section of this report on page 5.

#### Lighting (3.5.4)

The Design Manual recognizes the importance of night time images in reflecting the downtown urban character and form. Detailed plans have not been provided for the lighting of the building. However, the applicant has demonstrated a variety of lighting to highlight features of the existing façade and to highlight the roof top feature. All lighting is to be designed to have low impact on neighbouring properties.

#### Signage (3.2.3g;3.5.5g)

The Design Manual indicates that signs play an important role in the overall image of the downtown and they should reflect the unique characteristics of their context. Detailed plans have not been provided for the signage for commercial occupancy of each building as it will be reviewed in more detail by the Development Officer through a non-substantive site plan

application. However, the elevations show proposed commercial signage in a band above the store front windows and appears to be in keeping with intent of the Design Manual.

Loading Area (3.5.1c,d)

The Design Manual stresses the importance of incorporating parking, services and utilities into the design of buildings in order to minimize their visual impact. There is currently an on-street parking space that is dedicated for loading and service delivery for the existing building.

Waste and refuse containers will be located in the interior of the building. Access to the refuse area from the street is located at a secondary access at the southern end of the property along Market Street.

**Variations:**

Three variations are sought to the quantitative elements of the LUB for this project as follows:

- 1) Streetwall Height: Downtown Halifax LUB: Section 9, Subsection (3). The minimum streetwall height shall be 11 metres high, or the height of the building where the height of the building is less than 11 metres.

*Non-Compliance:* The proposed street wall of the new addition along Market Street is approximately 10.5 metres.

*Variance option:* Section 3.6.3 of the Design Manual allows for a variance to the streetwall height subject to meeting certain conditions as outlined in Attachment D. Of the potential conditions for a variance, this application is being considered under the following provisions:

- 3.6.3a. 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.

*Response:* The proposed streetwall of the new addition along Market street is to match the streetwall height of the façade of the existing building at the corner which is to be retained, which will provide consistency for the building. It is therefore recommended that the DRC grant the requested variance.

- 2) Upper Storey Streetwall Setback: Downtown Halifax LUB: Section 9, Subsection (7). Above the height of the streetwall, the building needs to be stepped back a minimum of 3 metres.

*Non-Compliance:* The proposed upper storey setback at the corner of the building is approximately 2.4 metres.

*Variance option:* Section 3.6.5 of the Design Manual allows for a variance to the streetwall height subject to meeting certain conditions as outlined in Attachment D. Of the potential conditions for a variance, this application is being considered under the following provisions:

- 3.6.3a. the upper storey streetwall stepback 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.

*Response:* The majority of the upper storey has the required stepback of 3 metres. The stepback at the corner is reduced to bring visual prominence to the corner which is in keeping with objectives and guidelines of the design manual. Further, the reduction in the stepback helps tie the roof top architectural feature to the base of the building and provides an overall positive benefit to the design of the building. It is therefore recommended that the DRC grant the requested variance.

- 3) Land Uses at Grade: Downtown Halifax LUB, Section 8(13) stipulates “The ground floor of a building, excluding a parking garage, that has access at the streetline or transportation reserve shall have a floor-to-floor height of not less than 4.5m.

*Non-Compliance:* The ground floor of the proposed addition along Market Street has a height of approximately 3.5 metres.

*Variance option:* Section 3.6.15 of the Design Manual allows for a variance to Land Uses at Grade subject to meeting certain conditions as outlined in Attachment D. Of the potential conditions for a variance, this application is being considered under the following provisions:

- 3.6.15a. the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and, b. the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition; c. in the case of a 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

*Response:* The floor-to-floor height restriction on the ground floor of buildings to 4.5 metres is designed to enhance the pedestrian experience and enable retail uses throughout the ground floor. As part of the retention of the façade, the project will keep the same floor levels as the existing building. The proposed ground floor height for the new addition along Market Street is to match the ground floor to floor height of the façade to be retained and keep consistency throughout the building. It is therefore recommended that the DRC grant the requested variance.

### **Wind Assessment**

A qualitative wind impact assessment was prepared by Ekistics Planning and Design for the project (refer to Attachment E). The purpose of the assessment is to determine whether the site, and in particular the surrounding sidewalks, 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, will be comfortable for their intended usage. Wind conditions are rated in terms of relative comfort for different pedestrian activities that include “sitting”, “standing”, and “walking.” In general terms, the intended usage of the sidewalks is for “walking.”

The wind impact assessment indicates that the development of the proposed building would not have a measurable impact on the overall wind conditions in the area. The assessment indicates that wind speeds may slightly increase along Market Street and may see a larger increase on Sackville Street when winds are from the west, however, due to the existence of several taller buildings in the area and the future development of the Nova Centre, adjacent to the property, it is anticipated that the proposed building would create few changes to the wind conditions. Therefore, no mitigation measures are needed for the proposed project.

### **Proposed Public Benefit**

The 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 is the equivalent of \$4.00 for every 0.1 square metres of gross floor area created by extending above the pre-bonus height<sup>1</sup>. The maximum pre-bonus height for the project is 22 metres and the maximum post-bonus height is 28 metres. The project is approximately 28 metres in height, with the exception of the elevator access to the rooftop amenity space. The post bonus height would allow an additional 2 storeys or approximately 876.82 square metres in gross floor area. This would result in a public benefit value of approximately \$35,072.80.

The applicant proposes that the public benefit contribution be through the application of sustainable building practices as detailed in Attachment A. The project proposes the retention of the existing façade of the three storey building at the corner of Market and Sackville Streets. Through retaining the existing façade, the energy required to demolish the building will be reduced as well the energy and resources required for new material. The development also proposes the reuse and salvage of portions of the building that will be demolished which will reduce the overall waste produced as part of the development. The estimated cost of retaining the existing façade alone is \$400,000.00. This would include the added costs for structural engineering for the design of the retention system to keep the façade in place during the construction of the rest of the building, materials and labour to appropriately attach the old façade to the new building and to repair the existing façade, which includes repointing the old brick work and polishing the old granite stone. The applicant's proposal would exceed the LUB's minimum public benefit contribution requirements.

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 executed at the permit approval stage.

### **Conclusion**

Upon review of the project against the criteria of the Design Manual, staff recommends that, with the requested variances, the project meets the Design Manual guidelines.

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<sup>1</sup> Public benefit value is adjusted annually in accordance with the Statistics Canada and Province of Nova Scotia Consumer Price Index, and is currently \$4.376)

### **FINANCIAL IMPLICATIONS**

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 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, signage on the subject 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.
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	Location and Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Design Rationale
Attachment C	Building Renderings
Attachment D	Design Manual Checklist – Case 19156
Attachment E	Wind Study



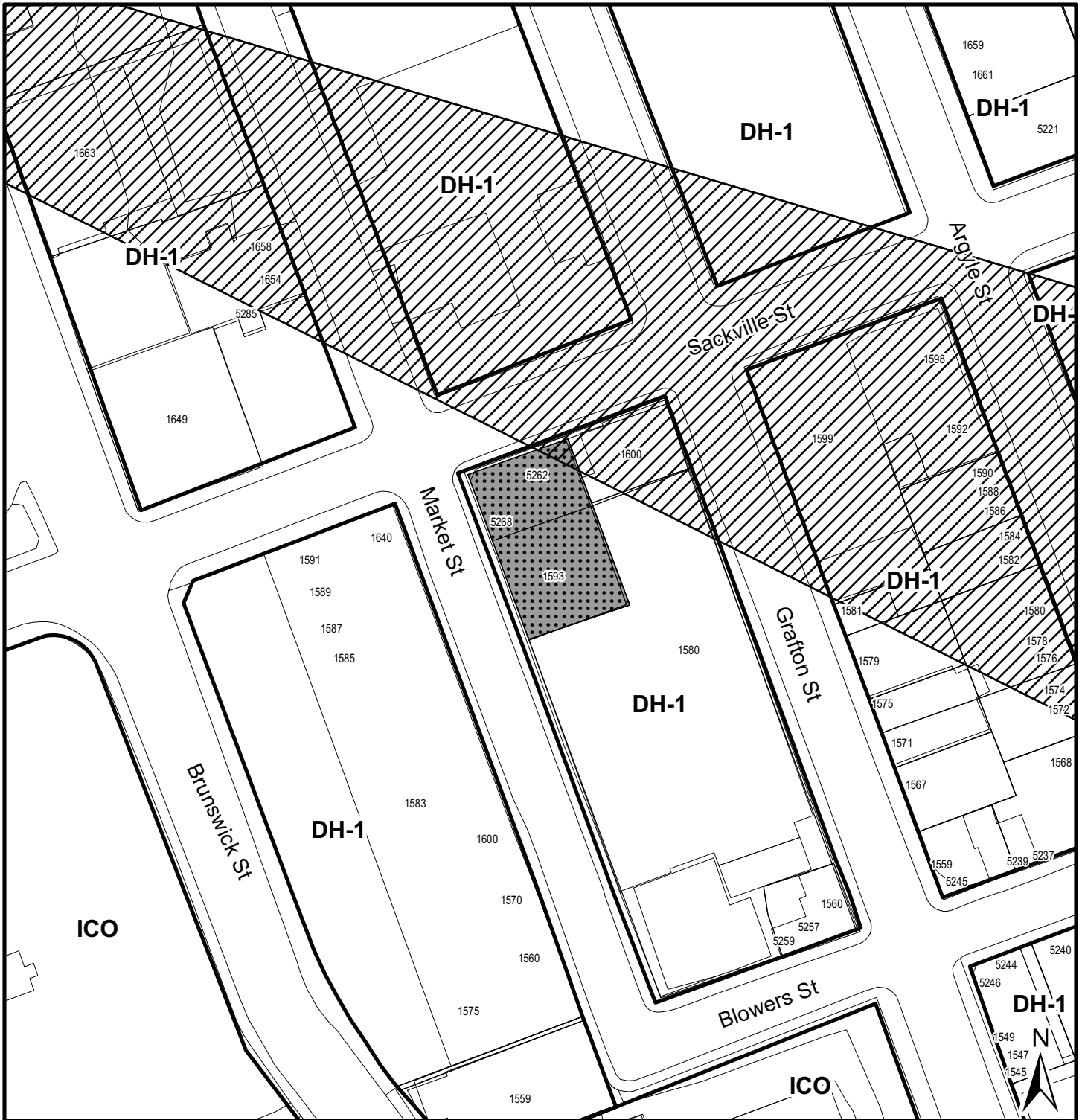
A copy of this report can be obtained online at <http://www.halifax.ca/boardscom/DesignReviewCommittee-HRM.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210 or fax 490-4208.

Report Prepared by: Jillian MacLellan, Planner, 490-4423

Signed by

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

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**Map 1 - Zoning**

5262-5268 Sackville Street  
and 1593 Market Street  
Halifax

 Subject site

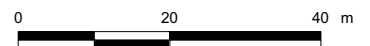
 View plane 6

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.

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**NOTES:**

- 1) THE CONTRACTOR IS RESPONSIBLE FOR REPRODUCING AND CORRECTING TO THE ARCHITECT'S RECORD DRAWINGS.
- 2) DO NOT SCALE FROM DRAWINGS USED FOR FIELD DIMENSIONS.
- 3) ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
- 4) CHANGES FROM THESE PLANS & SPEC. MUST BE APPROVED BY THE ARCHITECT IN WRITING BEFORE PROCEEDING WITH CONSTRUCTION.
- 5) ONLY THOSE DIMENSIONS MARKED APPROVED CONSTRUCTION SHALL BE USED FOR CONSTRUCTION.
- 6) CONSULT WITH THE ENGINEER FOR ANY CHANGES TO THE RECORD.



No.	Description	Date
1	Issue for Review	10/27/13
2	Revised per IRM Comments	10/27/13

Proposed Commercial / Residential  
 Lot M  
 Market & Sackville Street  
 Halifax, NS.  
 For: George Giannoulis

Site Plan

Scale	1" = 10'-0"
Date	10/28/13
Drawn by	GSJ
Checked by	PSJ
Version	A1.0
Sheet Number	2541



Vicinity Map

Existing Building  
 Block R  
 Maxwell Properties Ltd

Existing Spot Elevation  
 122.0  
 Proposed Spot Elevation  
 122.0

Existing Building  
 The Old Post Building, Inc.

Existing Building  
 Block R  
 Maxwell Properties Ltd

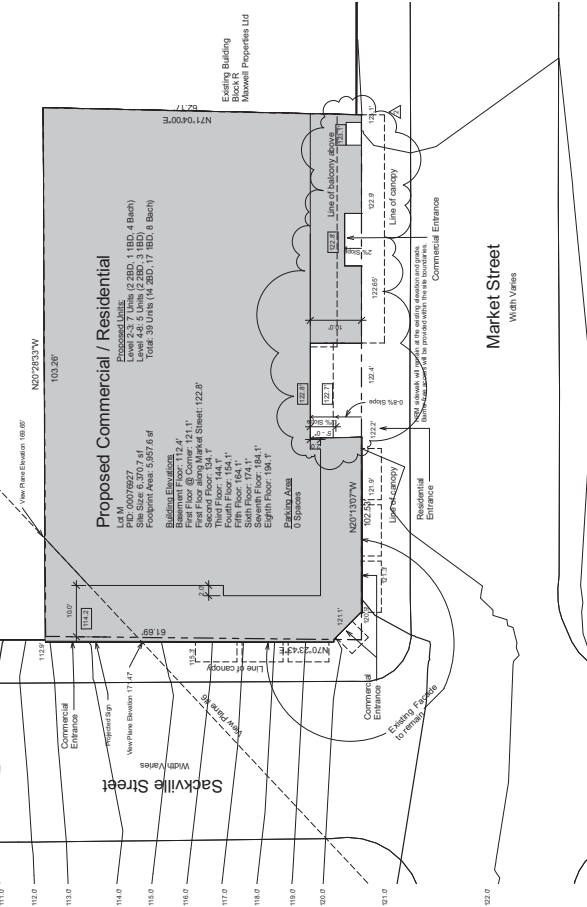
Existing Building  
 Block R  
 Maxwell Properties Ltd

Existing Building  
 Block R  
 Maxwell Properties Ltd

Existing Building  
 Block R  
 Maxwell Properties Ltd

Existing Building  
 Block R  
 Maxwell Properties Ltd

Existing Building  
 Block R  
 Maxwell Properties Ltd



Site  
 1" = 10'-0"



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- NOTES:**
- 1) THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND SERVICES AND FOR THE PROTECTION OF ALL EXISTING STRUCTURES AND FOUNDATIONS.
  - 2) DO NOT SCALE FROM DRAWINGS USED FOR CONSTRUCTION.
  - 3) ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
  - 4) CHANGES FROM THESE PLANS ARE THE ARCHITECT'S RESPONSIBILITY. ANY CHANGES MUST BE APPROVED BY THE ARCHITECT & OWNER BEFORE PROCEEDING WITH CONSTRUCTION.
  - 5) ONLY THOSE DIMENSIONS MARKED APPROVED CONSTRUCTION SHALL BE USED FOR CONSTRUCTION.
  - 6) CONSTRUCTION SHALL BE TO THE ROAD IN THE SHOWN LOCATION.

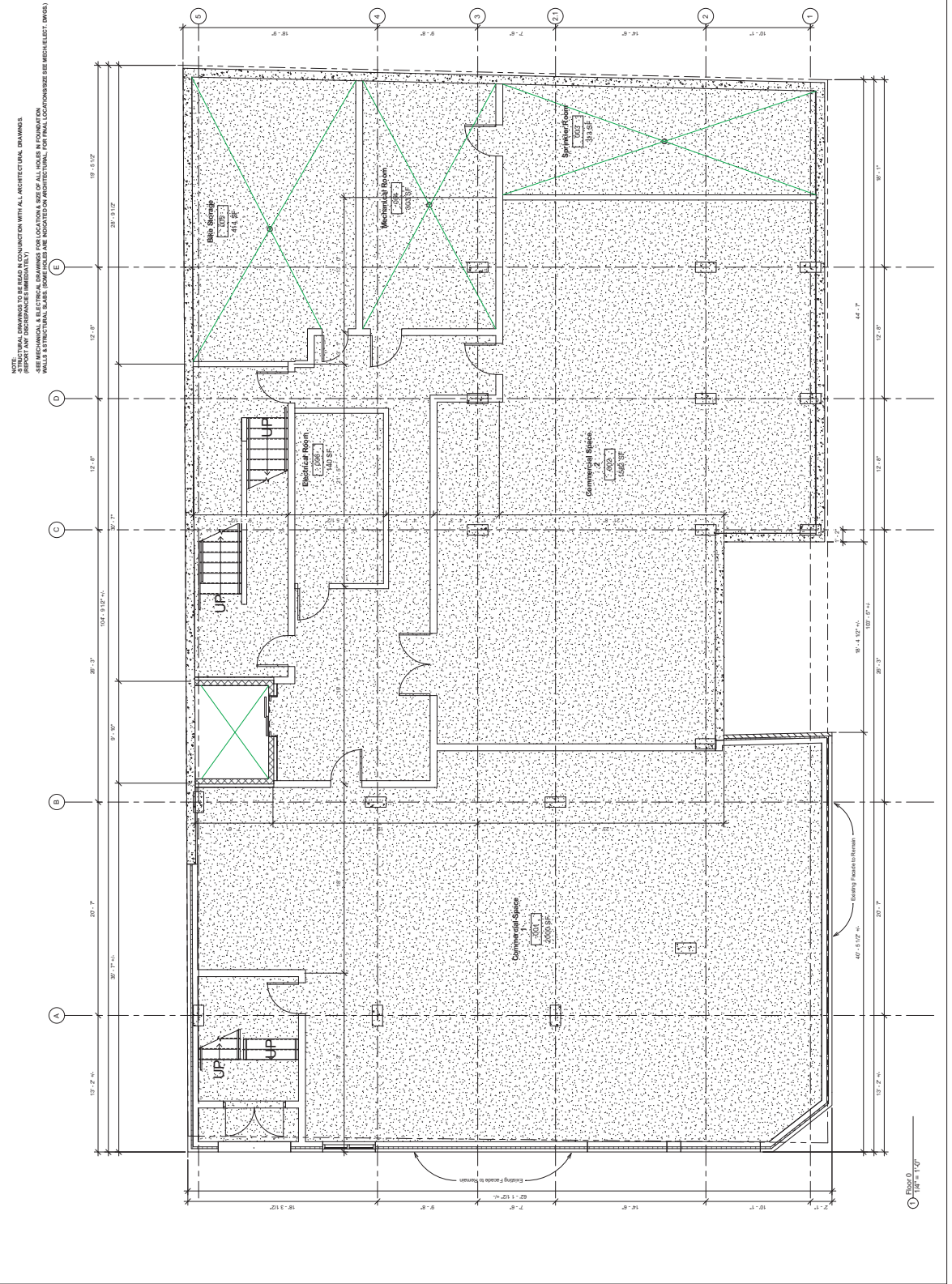


No.	Description	Date
1	Issue for Review	11/21/13
2	Issue for Review	11/21/13
3	Issue for Review	11/21/13
4	Issue for Review	11/21/13
5	Issue for Review	11/21/13
6	Issue for Review	11/21/13
7	Issue for Review	11/21/13
8	Issue for Review	11/21/13
9	Issue for Review	11/21/13
10	Issue for Review	11/21/13
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14	Issue for Review	11/21/13
15	Issue for Review	11/21/13
16	Issue for Review	11/21/13
17	Issue for Review	11/21/13
18	Issue for Review	11/21/13
19	Issue for Review	11/21/13
20	Issue for Review	11/21/13

Proposed Commercial / Residential  
 Lot M  
 Market & Sackville Street  
 Halifax, NS.  
 For George Giannoulis

**Underground Level**

Scale: 1/4" = 1'-0"  
 Date: 02/28/13  
 Drawn By: GJ  
 Checked By: PS  
**A3.0**  
 Under/Over: 2847



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**NOTES:**

- 1) THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
- 2) DO NOT SCALE FROM DRAWINGS USED FOR CONSTRUCTION.
- 3) VERIFY ALL DIMENSIONS AND LOCATIONS IN THE DRAWINGS AND SCHEDULES OVERLIES IN THE FIELD.
- 4) CHANGES FROM THESE PLANS & SCHEDULES MUST BE APPROVED BY THE ARCHITECT & OWNER BEFORE PROCEEDING WITH CONSTRUCTION.
- 5) ONLY THOSE DIMENSIONS MARKED APPROVED CONSTRUCTION SHALL BE USED FOR CONSTRUCTION.
- 6) CONSULT DRAWINGS FOR THE ROAD IN CONNECTION WITH THE SITE.

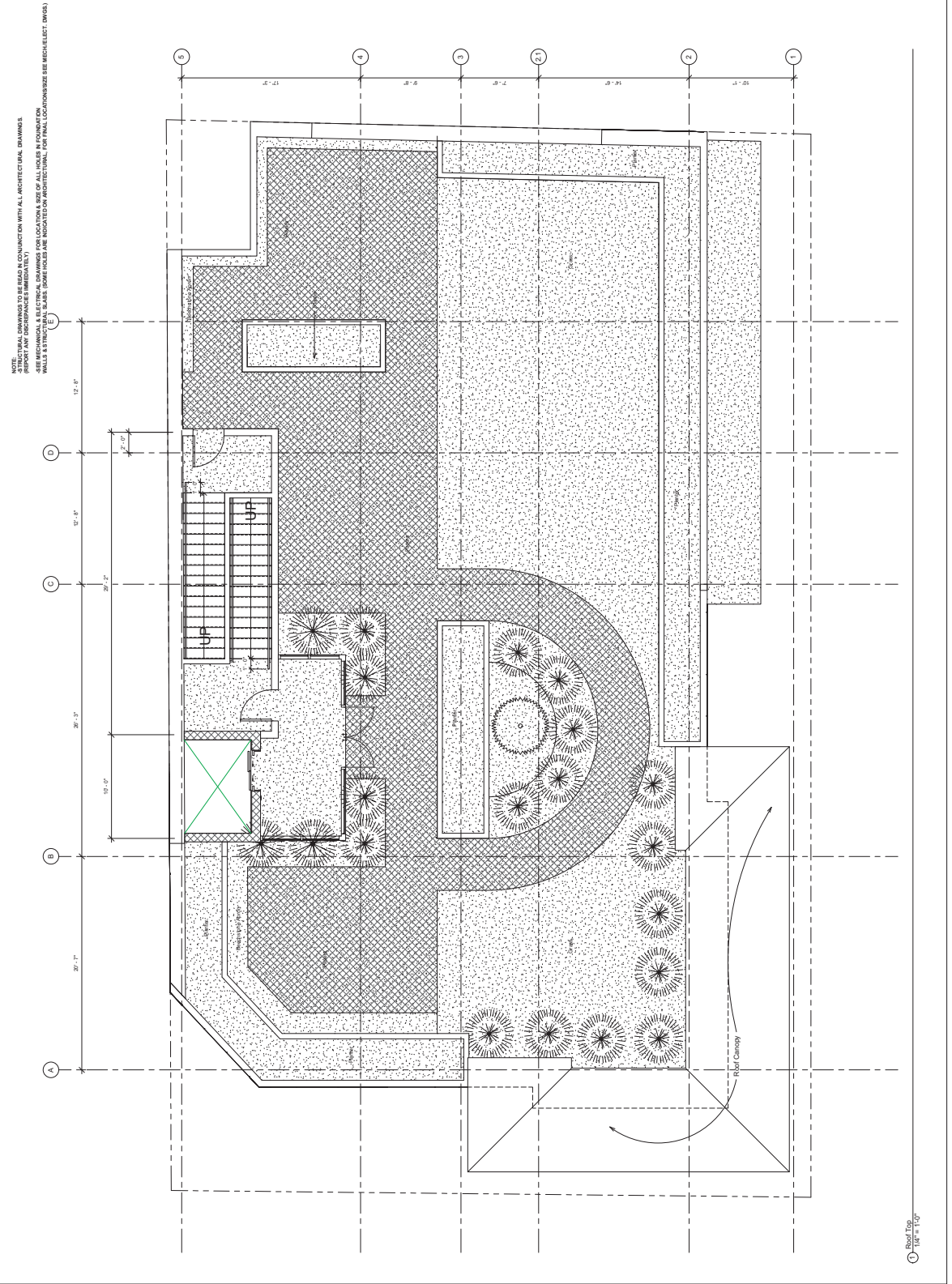


No.	Description	Date
1	Issue for Review	11/28/13
2	Issue for Review	11/28/13

Proposed Commercial / Residential  
 Lot M  
 Market & Sackville Street  
 Halifax, NS.  
 For: George Giannoulis

**Roof Plan**

Scale: 1/4" = 1'-0"  
 Date: 02/28/13  
 Drawn by: GJ  
 Checked by: PS  
**A3.7**



Roof Top  
 1/4" = 1'-0"



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**NOTES:**

- 1) THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS OF THE EXISTING STRUCTURE PRIOR TO THE COMMENCEMENT OF WORK AND NOTIFYING THE ARCHITECT BEFORE PROCEEDING.
- 2) DIMENSIONS ARE FROM DIMENSIONS UNLESS OTHERWISE NOTED.
- 3) DRAWING REPRESENTATIONS MAY BE IN CONFLICT WITH THE DIMENSIONS AND SCHEDULES OVERLAP. IN SUCH CASES, THE DIMENSIONS AND SCHEDULES SHALL PREVAIL.
- 4) ALL DIMENSIONS AND SPECIFICATIONS MUST BE AS PER THE SPECIFICATIONS AND APPROVED BY THE ARCHITECT.
- 5) ONLY THOSE DIMENSIONS MARKED APPROVED FOR CONSTRUCTION ARE TO BE USED FOR CONSTRUCTION.
- 6) THESE DIMENSIONS ARE TO BE READ IN CONNECTION WITH THE SPECIFICATIONS.



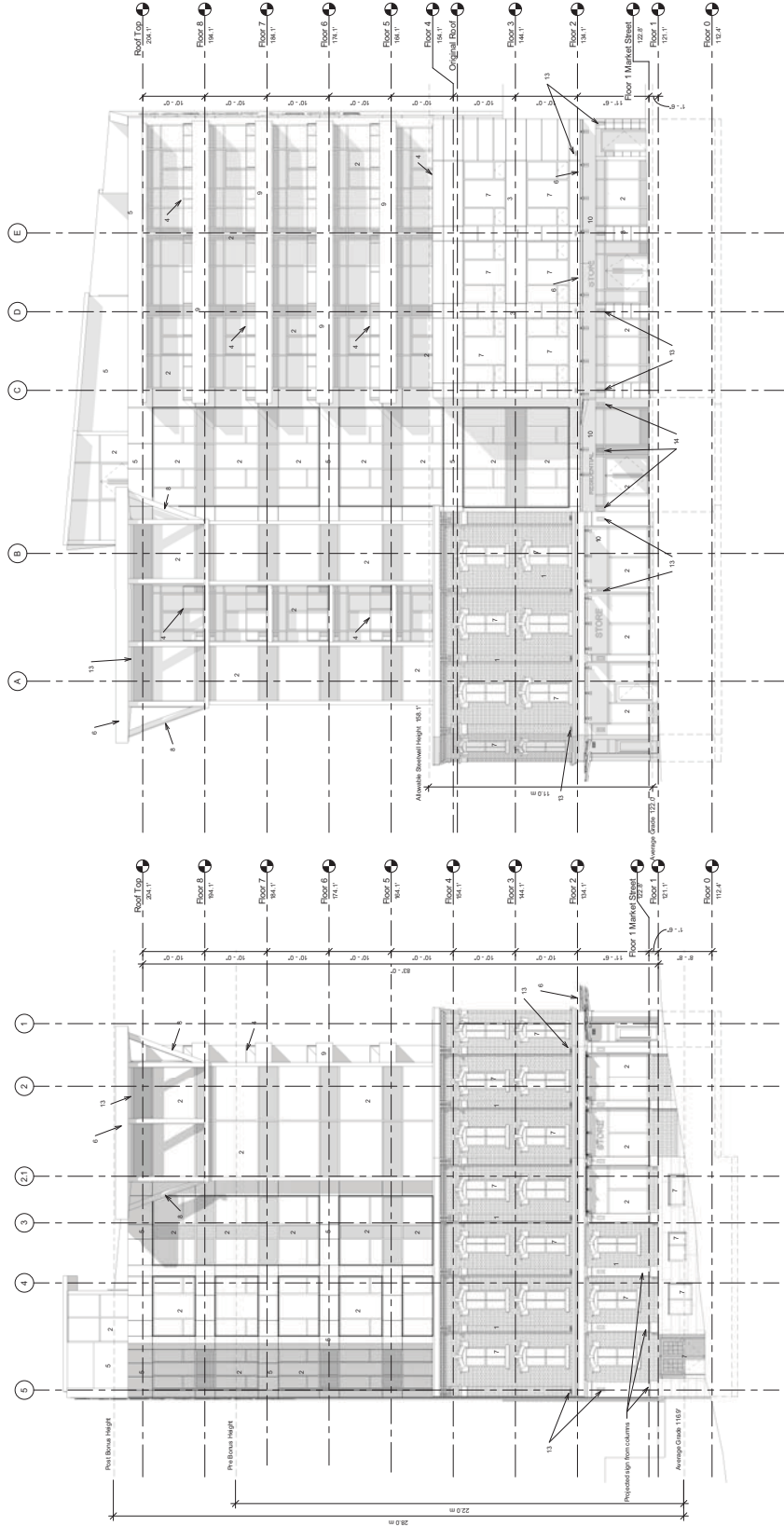
No.	Description	Date
1	Issued for Pre-Construction	02/11/14
2	Revised per PRE-Comments	12/24/13

Proposed Commercial / Residential  
 Lot M  
 Market & Sackville Street  
 Halifax, N.S.  
 For George Giannoulis

**Elevations**

Scale	1/8" = 1'-0"
Date	3/18/14
Drawn by	CJ
Checked by	PS
Project number	29241

- LEGEND:**
- 1- Finish to Sawn
  - 2- Aluminum Glazing System
  - 3- Ceramic Panels
  - 4- Glass Double
  - 5- Metal or Ceramic Panel Type 1
  - 6- Aluminum Canopy
  - 7- Metal or Ceramic Panel Type 2
  - 8- Steel Supports
  - 9- Z-PH Solid Rail
  - 10- Metal or Ceramic Panel Type 2
  - 11- Metal or Ceramic Panel Type 2
  - 12- Steel Support
  - 13- Steel Window Louvers
  - 14- Exterior Entrance Lighting Fixture



② Sackville Street - North Elevation  
 1/8" = 1'-0"

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**NOTES:**

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- 2) DO NOT SCALE FROM DRAWINGS UNLESS INDICATED OTHERWISE.
- 3) VERIFY ALL DETAILS AND MATERIALS IN THE DRAWINGS.
- 4) CHANGES FROM THESE PLANS & SCHEDULES MUST BE APPROVED BY THE ARCHITECT & A WRITER BEFORE PROCEEDING WITH CONSTRUCTION.
- 5) ONLY THOSE DIMENSIONS MARKED APPROVED CONSTRUCTION SHALL BE USED FOR CONSTRUCTION.
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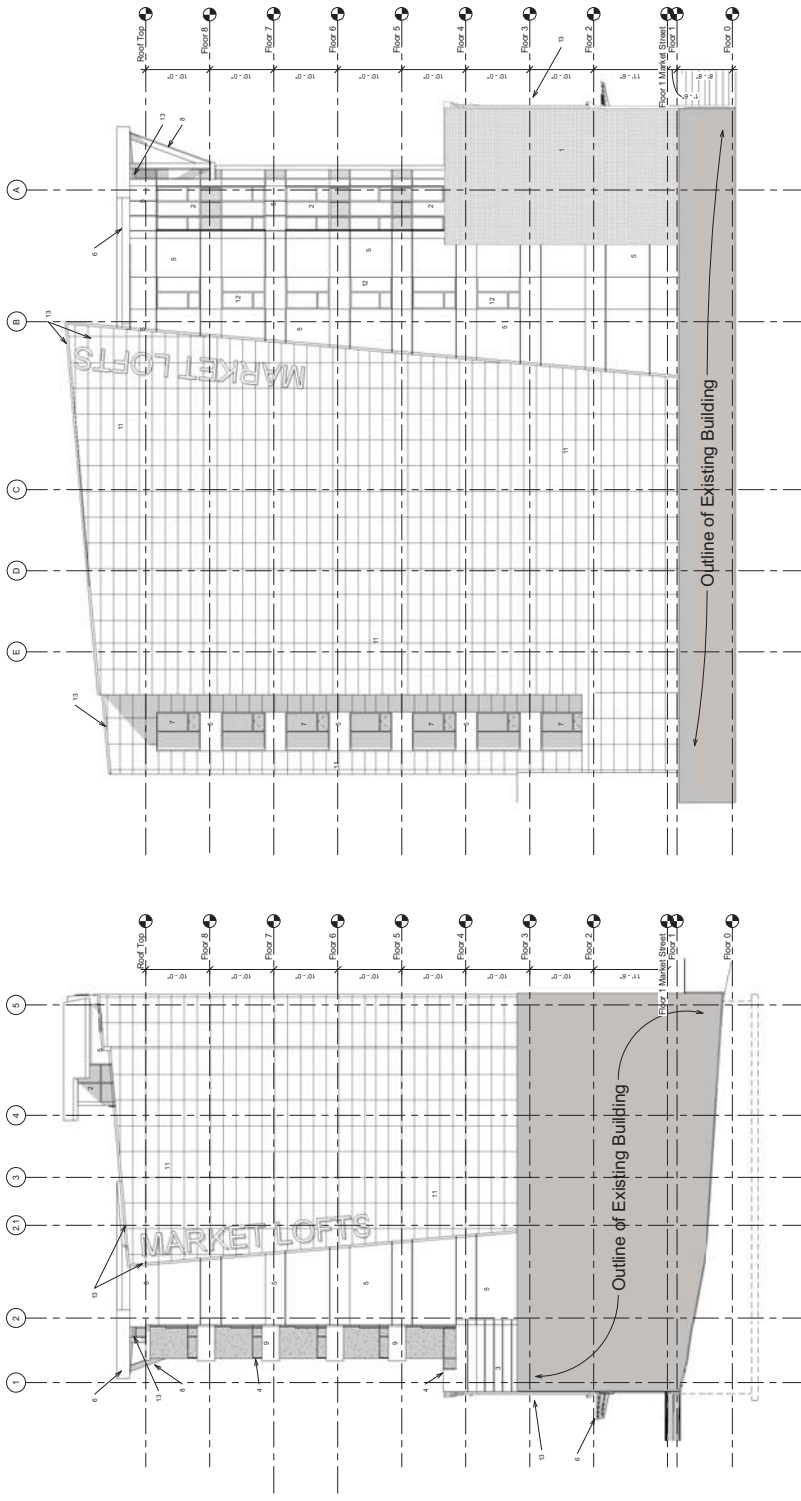
No.	Description	Date
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10	REVISIONS	12/28/13
11	REVISIONS	12/28/13
12	REVISIONS	12/28/13
13	REVISIONS	12/28/13
14	REVISIONS	12/28/13

Proposed Commercial / Residential  
 Lot M  
 Market & Sackville Street  
 Halifax, NS.  
 For: George Giannoulis

**Elevations**

Scale:	1/8" = 1'-0"
Date:	12/28/13
Drawn by:	GD
Checked by:	PS
<b>A4.1</b>	
Sheet Number:	2841

- LEGEND:**
- 1- Existing Facade to Remain
  - 2- Existing Window System
  - 3- Granite Panels
  - 4- 42" H Aluminum/Glass Railing
  - 5- 42" H Solid Rail
  - 6- Aluminum Canopy
  - 7- Aluminum Door
  - 8- Steel Supports
  - 9- 24" H Solid Rail
  - 10- 42" H Solid Rail
  - 11- Metal Panel Type 2
  - 12- Exterior Awning with Finishes
  - 13- Exterior Awning with Finishes
  - 14- Exterior Entrance Lighting Fixture





## DESIGN RATIONALE WITH REQUESTED VARIANCES

Proposed Commercial/Residential

Market Street & Sackville Street

Halifax, Nova Scotia

Prepared By: Paul Skerry Associates Limited

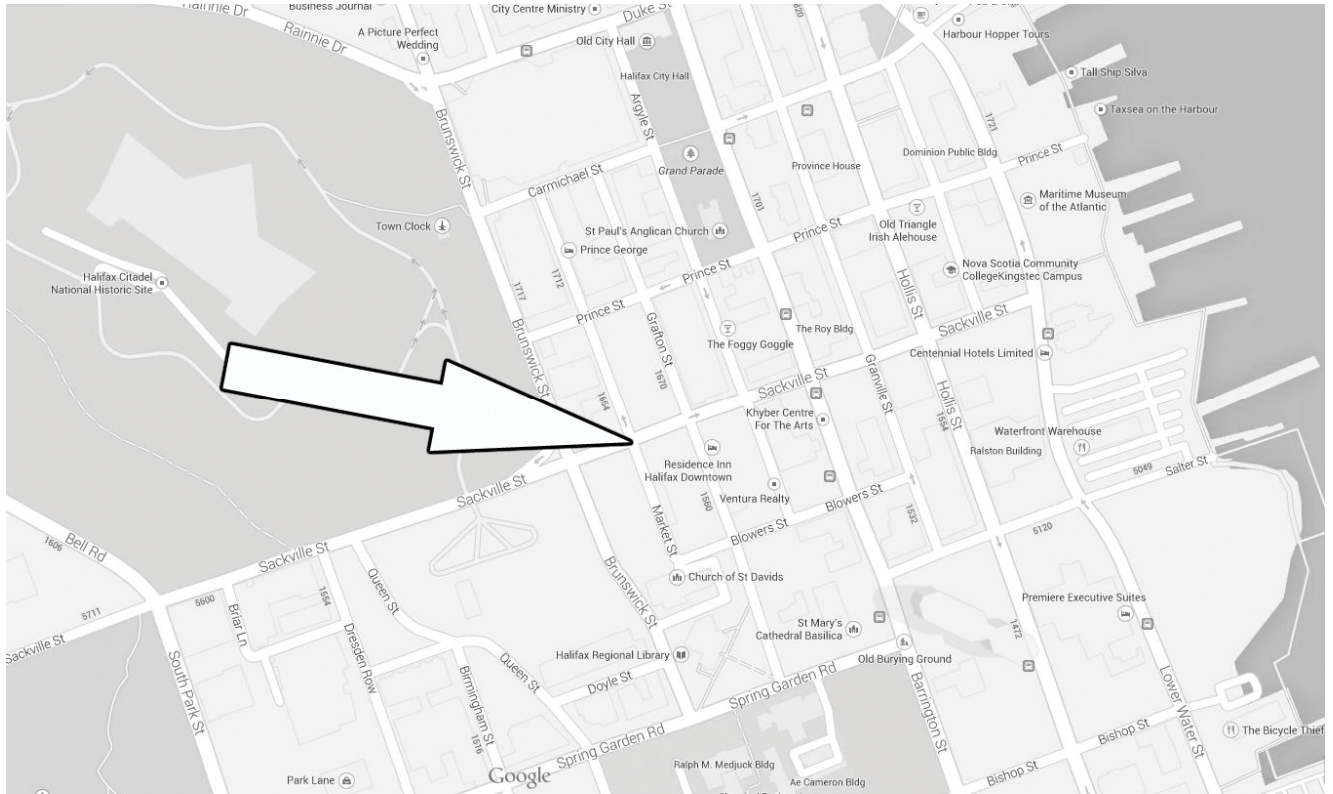
Prepared For: Mosaik Properties



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## Case 19156: Attachment B - Design Rationale

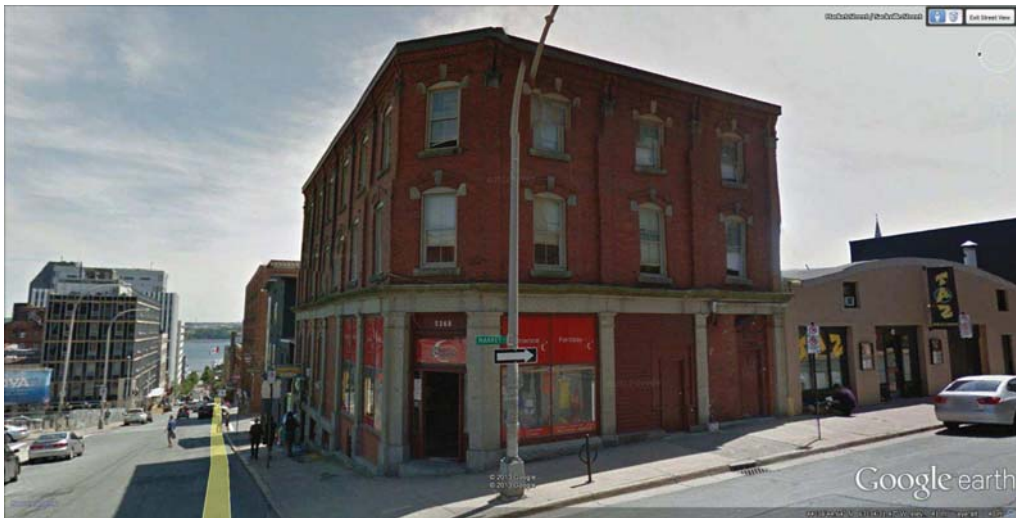


### SUMMARY

The project provides an excellent opportunity for the redevelopment of a prominent corner and integrate some new commercial and residential facilities in downtown Halifax. The intent is to provide a high quality design and form a catalyst for the further upgrading of the area. The site is centrally located on one of Halifax's commercial streets which is fully serviced with municipal infrastructure and transit.

## REFERENCES

- Downtown Halifax Land Use By-Law
- Schedule S-1 Design Manual



## CURRENT SITE CONDITIONS

Currently on site there is a traditional, 19th century three story brick building that represents earlier generations of Halifax architecture. This building houses commercial space on the first and basement levels and residential units on the second and third levels. Adjacent as part of this project there is a one level prefab steel commercial building.



## DESIGN RATIONALE

The proposed building will be a welcome improvement to the downtown as it will provide upgraded commercial space on street level and new residential units on the remaining seven stories. The project is located close to all the amenities and attractions of an urban centre, including schools, the Citadel, restaurants, the downtown business district, the new convention centre, and within walking distance of most urban amenities. Bus stops are conveniently located near the building for easy access throughout the city.

As a design team, we were looking to keep the existing front facade of the building since it already was a prominent civic / cultural frontage with character and a strong street wall presence (or edge). We will carry the three story street-wall to the other side of the site using materials that differentiate from the masonry facade to keep the scale and celebrate the unique building. The three story street-wall will maintain the pedestrian scale of downtown and the architectural integrity of the street. Using high quality and articulated materials on the street face of the new construction will give the building a welcoming aspect and should encourage further upgrades to the area. The stepped back portion of the tower will give a contrast of historic and modern architectural techniques and materials within one building without trying to mimic the existing building.

People want to move back into the cities, this means redevelopment of some of the older neighbourhoods with larger structures. The commercial area will house three units to attract locals and passer-by's to the area. The residential portion will consist of 37 units made up of bachelor, one and two bedroom apartments which will attract a variety of residents and users.

Overall this building will help boost the area economically and socially and will be a main stay for future generations to enjoy.

## **SCHEDULE S-1: DESIGN MANUAL - RELEVANT CRITERIA**

### **2.6 Precinct 6: Upper Central Downtown**

- 2.6(a) The development is planned for a mid-rise mixed-use development of Eight (8) stories and respects the historic block pattern.
- 2.6(d) The development will have animated streetwalls by using the existing masonry facade and introducing a new, modern granite panel facade with the same orientation of the existing block to maintain an appropriate frame of Citadel Hill.
- 2.6(f) The vacant lot will be developed for an uninterrupted pedestrian experience along both Market and Sackville Streets. The streetwall is continuous except for an outdoor public space that serves barrier free access to the emphasized residential entrance, the required on-site bike parking, and the emphasize of the existing masonry facade. See 3.1.2(a).
- 2.6(g) No surface parking lots are proposed in the development.
- 2.6(h&k) New canopies are planned over the majority of the sidewalk to encourage pedestrian activity around the site.
- 2.6(m) The roof is designed to be accessible to the residents as a landscaped roof top for the enjoyment of the tenants and to improve the view of the roof top from Citadel Hill.

### **3.1 The Streetwall**

#### *3.1.1 Pedestrian Oriented Commercial*

- 3.1.1(a) The main entrances are setback from the sidewalk and are articulated to allow for window displays.
- 3.1.1(b) The first floor elevation is characterized by high levels of transparency by use of glazing. The percentage of non-reflective and non tinted glazing along the first floor is design to be 77.8%.
- 3.1.1(c) The streetwall provides entries along the building facades. This includes entrances into each commercial space and the residential lobby.
- 3.1.1(d) New canopies are planned over the majority of the sidewalk to encourage pedestrian activity around the site.

### *3.1.2 Streetwall Setback*

3.1.2(a) The street-wall along Market Street steps back 10' which provides an open public space. This public space was provided for a few reasons:

- **Barrier Free access.** Since the existing elevation and grades outside the property lines will not be altered and the floor levels of the existing building will remain, the new section will need to be elevated for barrier free access to all street frontage along Market Street. The new floor level was chosen to meet handicap requirements (5' long, 5-8% maximum slope from the public sidewalk and 5' long, 2% slope to the residential entrance doors).

-**Outdoor Bike Parking.** The public space provides an area of outdoor bike parking required by the downtown Halifax LUB.

-**Architectural emphasis of the existing building.** Using section 4.4.1 Option 2 of Schedule S1: Design Manual, the existing masonry facade will be treated as if it's registered as a historic property. The 10'-0" setback is meant to establish visual prominence of the masonry building. The design will highlight the old building and bring out the textures of the old masonry. This gives the masonry building a three dimensional feel all around the site and be the centrepiece of the development.

-**Emphasized Residential Entrance.** Following the guidelines outlined in section 3.3.3.a & 3.3.3.c. of the design manual, the set-back gives a strong, prominent entrance into the tower portion of the building as the tower materials are continuous from the top story to the ground. The width of the open public area is vital to the comfort and safety of the residents and the pedestrians. Our current design shows this width at approximately 18'-5". An option of reducing the width to approximately 10'-0" was analyzed. We observed that less sunlight was able to illuminate the space resulting in a cold, uninviting look and feel.

### *3.1.3 Streetwall Height*

The existing grades at the streetwall along Market Street range from a low point of 120.9' to a maximum of 123.1'. Hence, the average grade is listed at 121.0'. The existing facade measures at 36'-6" (11.125m). The new streetwall facade will match the height of existing facade. The streetwall height meets the minimum requirements of the Land Use By-Law of 11 metres. Therefore, a variance is not requested.

## **3.2 Pedestrian Streetscapes**

### *3.2.1 Design of the Streetwall*

3.2.1(a) The glazed curtain wall at street level will be articulated with vertical millions and columns.

3.2.1(b) The streetwall occupies near 100% of the property's frontage except for an outdoor public space that serves barrier free access to the emphasized residential entrance, the required on-site bike parking, and the emphasize of the existing masonry facade. See 3.1.2(a).

## Case 19156: Attachment B - Design Rationale

3.2.1(e) The new streetwall will be designed using a high quality granite material that will be in contrast with the textured masonry that resides with the existing facade.

3.2.1(f) The building envelope will consist of a highly transparent glazed curtain wall.

3.2.1(g) The streetwall has no blank walls.

### 3.2.2 *Building Orientation*

3.2.2(a) The proposed building comes right to the sidewalk with definitive entry points. The residential entrance is inset in the site for a clear identification of the tower entry.

### 3.2.3 *Retail Uses*

3.2.3(a) The percentage of non-reflective and non tinted glazing along the first floor is design to be 77.8%.

3.2.3(d) There are retail entries from both Sackville Street and Market Street.

3.2.3(e) Columns are recessed within the building to allow continuous view of retail display and signage.

3.2.3(f) All entrances are at grade except for the commercial entrance along Sackville Street. This is an existing entrance in the masonry facade that is approximately 1.8' above the bottom floor.

### 3.2.4 *Residential Uses*

3.2.4(b) The residential units are accessed by a common entrance and lobby at ground level along Market Street. The entrance is clearly recognizable with the open public space and a canopy over the entry doors.

3.2.4(d) All units will have access to the landscaped roof deck by means of elevator or stairwell.

3.2.4(f) The building materials will include air-tight wall and floor assemblies using the mass of the assembly and sound insulation. Windows will be comprised of compressive gaskets and the aluminum window wall will be back sprayed with 5mil. glazing.

### 3.2.5 *Sloping Conditions*

3.2.5(a) The ground floor level steps to match the existing sidewalk grade and allow for drainage and barrier free accessibility.

3.2.5(c) The facades offer glazed windows and doors that connect to the sidewalk.

3.2.5(d) Reveals and changes in glazing type register the internal floor and ceiling lines.

3.2.5(e) The existing masonry facade will provide a wrapped retail display around the Market & Sackville Street corner.

3.2.5(f) A commercial entrance is provided along Sackville Street. A small flight of steps is provided internally to the bottom level.

### **3.3 Building Design**

#### *3.3.1 Building Articulation*

3.3.1(a) Base: The first level of the existing masonry building and the new granite building provide a clear base of the building with the use of glazing, doors, canopies and sign bands.

Middle: The second & third floor consists of residential units with punch out windows located in rhythm along the streetscape.

Top: Levels 4-8 are stepped back and clad in a metal panel and window wall system. The canopy at roof level symbolizes the vertical termination of the building.

3.3.1(b) The new streetwall will respect the existing masonry building by using high quality granite panels to differentiate the look, feel, and textures of the two facades. Making the masonry building stand out.

3.3.1(c) The visual breakup of the building mass is one of the main concepts of the design. The corner section is extruded from the building face and consists of mainly glass and spandrel panels, this is then topped with an architectural canopy. The balconies along Market Street and the angled wall along Sackville Street provide another horizontal break in the mass. Vertically, the streetwall and step back breaks up the mass of the building. Along the back two sides, two different types of metal panels and a light well will help break up the mass.

3.3.1(d) The quality of design and articulation is extended beyond the street facing facades and carried to the back and side elevations.

#### *3.3.2 Materials*

3.3.2(b) The proposed building will have a basic material palette of existing masonry, curtain wall, granite panels, and metal panels for a unified building image. No additional masonry will be proposed. However, the masonry that will be removed will be incorporated elsewhere into the design. The granite panels is a high quality material that will serve to differentiate from the masonry facades in regards to colour and texture to further highlight the masonry facade. We are proposing a few different colors of metal panels for the back two sides of the building for architectural intrigue and to visually break up the building mass.

3.3.2(c) Materials of exposed facades are carried around the building.

3.3.2(d) Building corners are of continuous material and articulation.

3.3.2(e) For new construction, the building will consist of in-situ concrete, granite stone panels and glass.



## Case 19156: Attachment B - Design Rationale

3.3.2(f) Building materials will be allowed to stand on its own and not mimic other materials.

3.3.2(h) Section reads: "Metal siding utilizing exposed fasteners are prohibited." Metal panels are proposed in the project but will not have exposed fasteners. By request of HRM planners, a variance will be requested unless overruled at a later date.

### 3.3.3 Entrances

3.3.3(a) The set-back gives a strong, prominent entrance into the tower portion of the building as the tower materials are continuous from the top story to the ground.

3.3.3(b) The main building entrances are protected by canopies.

### 3.3.4 Roof Line and Roofscapes

3.3.4(a) The roof profile includes a unique canopy at the corner of Market and Sackville Streets that will be illuminated from the bottom at night.

3.3.4(b) The building top and roof incorporates the canopy, use of the metal panel, and datum lines to signify the building top.

3.3.4(c) The roof will be fully landscaped and accessible for the residential tenants.

3.3.4(d) Mechanical equipment will be located in the basement floor. If any mechanical equipment is necessary on the roof top, it will be screened from view by strategically placing the equipment within the rooftop garden design. Elevator and stairway head-houses are incorporated in the rooftop structure on the East side of the building with the sloping parapet wall.

3.3.4(f) Parapets will be carried over to the back side of the building. The parapet at the back and side will be seen as an architectural expression as it will rise and sloped to shield the elevator and stair tower.

## 3.4 Civic Character

### 3.4.2 Corner Sites

3.4.2(a) The massing of the corner is distinguished in the mid-rise portion of the building by offsetting the facade and a constant use of window wall.

3.4.2(b) To compliment the corner site, the building offers an offset window wall topped with an architectural canopy which frames .

3.4.2(c) The existing masonry facade provides a frontal design to both street frontages.

### **3.5 Parking, Services, and Utilities**

#### *3.5.4 Lighting*

3.5.4(b) Uplighting is to be provided to highlight the existing and new facade at the pedestrian scale. The top canopy will be illuminated underneath for a dramatic architectural expression. Lighting following the angled parapet and wall will trace the shape of the metal panels.

3.5.4(c) The design is meant to highlight the existing masonry building up close and the architectural canopy in the distance. At night, the textured masonry will be illuminated with uplighting and the canopy will be illuminated from underneath for a dramatic architectural expression.

3.5.4(f) All outdoor lighting fixtures will be shielded to prevent glare and limit light pollution.

#### *3.5.5 Signs*

3.5.5(a) The main building signage will be displayed in large backlit individual letters mounted on the sign band below the entry canopy.

### **5.2 Sustainable Guidelines**

#### *5.2.1 Sustainable Sites*

5.2.1(f) Light coloured roofing materials will be employed.

5.2.1(i) Exterior lighting will comply with shielding or cut-off requirements whenever possible to limit light pollution.

## **POST BONUS HEIGHT RATIONALE**

Habitants and visitors come to Halifax partly because of the rich heritage that exists in the city and province. Halifax has been home to generations of families that are proud of the city's history and tradition. Over the years the spirit is kept alive by celebrating and respecting the past while also evolving the city to function in the present and into the future.

On the corner of Sackville and Market Street sits an old masonry building that has occupied the corner for over a century. The structure is not a designated historic heritage landmark. But take a closer look at the design and detail of the facade and it will tell you a story of how the building and the city functioned in the past and the importance of keeping it today. The facade is in good shape which provides an excellent opportunity to include past Halifax architecture into a new development and promote 'green' sustainable building outlined in section 5.1 of the design manual.

The value of sustainable practices has become important to cities around the world, including Halifax. We are proposing to implement the façadism preservation strategy by maintaining the front masonry facades and portions of the back facades. Saving the facade will reduce the overall environmental impact of demolition and construction (5.2.4-Construction Waste Management, of the design manual). The strategy will reduce energy use in demolition, the amount of construction waste, reduce raw material extraction, manufacturing, and transportation of new materials. We will also be reusing or salvaging the rest of the masonry for uses inside the new building to limit waste and divert it from the landfill (5.2.8(b)).

The dedication for implementing this strategy does come with a price. The anticipated additional cost to retain the facade versus tearing it down is approximately \$400,000. The development is projected to be a showcase project for sustainable practice in Atlantic Canada that would be used to promote future sustainable development.

The design is meant to show respect to the past by as the facade will continue to highlight the street corner for the foreseeable future. For the efforts brought on by the developer to keep the history of Halifax alive in this particular area where few older buildings still remain, and implementing sustainable practices in the design, we would like to request approval of the Post-Bonus Height allowance. The unique design will be a public benefit as it shows how Halifax celebrates its past in combination with how it values its future.

## REQUESTED VARIANCES

1. 8(13) HRM Downtown LUB - Land Uses at Grade

3.6.15 - Design Manual

The street wall height is proposed at 3.96m (4.5m HRM Downtown LUB).

3.6.15(a) Since we are saving the existing facade, the upper story window sills need to be at an appropriate height above the floor for their continued use without alteration to the masonry facade. The floor levels are continued into the new construction portion for a continuity of the street wall height and character of the development.

3.6.15(b) The proposed floor to floor height does not result in a sunken ground floor condition.

3.6.15(d) The required floor to floor height for the new construction would make the floor levels inconsistent with the established character of the existing masonry building.

2. 3.3.2(h) - Design Manual

3.6.14 - Design Manual

Metal panels are proposed for the exterior skin on the mid rise portion of building. The panels we are proposing will not have exposed fasteners.

3.6.14(a) The panels are a high quality material that will enhance the look of the city skyline much like other downtown Halifax buildings who have employed similar strategies.

3.6.14(b) The material is a smooth, clean look to the structure. On the back side and back of the building, two different colours will depict the look of the slanted "blanket" that is looked at as an architectural feature and used as a screen for the elevator and stairs at the roof garden.

3.6.14(c) Metal panel will occupy 7.7% of the total area of the facade. This complies with the 10% maximum total area of the material.

## Case 19156: Attachment B - Design Rationale

Case 19156 - Addendum to the Design Rational March 24, 2014

### 3.6.3 Design Manual

The existing street wall will be retained with the new development and measures 10.8m high above the average grade along Market Street. This is less than the 11.0m minimum requirement from the Downtown Land Use By-Law. A minor amendment is requested for the new construction portion of the streetwall along Market Street to be consistent with the masonry facade similar to 3.2.1(d) of the design manual.

9(7)a HRM Downtown LUB

### 3.6.5. -Design Manual

The step back for the mid-rise at the Market & Sackville Street corner is at 8'-0". Less than the required 9'-10" (3m) required by the Land Use By-Law.

3.6.5(a) The massing of the corner is distinguished in the mid-rise portion of the building by offsetting the facade and the use of consistent window wall. The altered stepback provides a visually prominent corner with the greater exposure from the intersection as outlined in 3.4.2 of the design manual.

3.6.5(b) The stepback creates a landmark feature by highlighting the corner of the street intersection as outlined in 3.6.9 of the design manual. The design further recognizes the feature by adding an architectural canopy to the top that will be visually present in the daytime and lit up from underneath in the night for an aesthetically pleasing public benefit when approaching the site.

3.5.1(e) If any roof top units are required, they will be integrated into the design of the landscaped roof deck for the best location in terms of access and the least visibility with strategic screening.

Internal utility rooms will be located in the basement floor (Level 0) for minimum exposure.

3.5.1(f) The design will locate Heating, Ventilation, and Air Conditioning vents away from view of the public streets and along the back property lines. On the exterior, meters, hookups and other equipment will be located away from public streets and main doorways.

# Case 19156: Attachment C - Building Renderings

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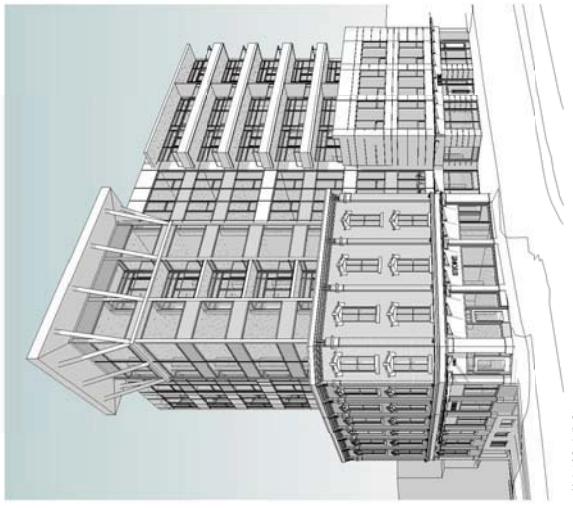


No.	Description	Date
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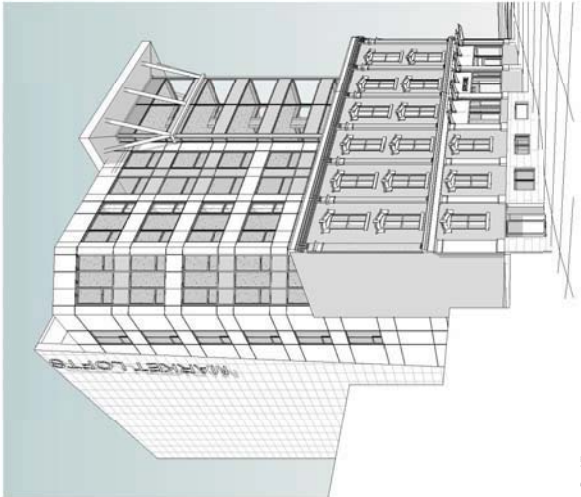
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**Perspectives**

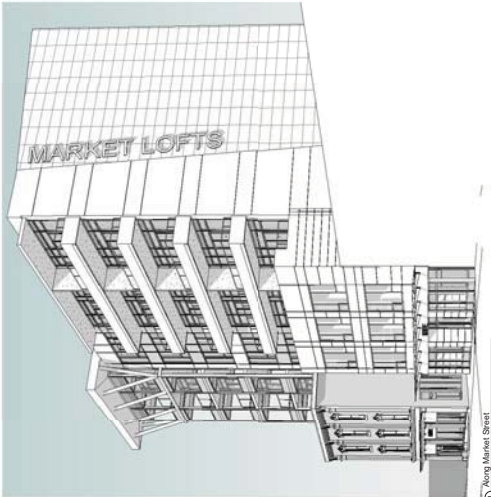
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 Project: P01  
 Sheet: A0  
 Plot Number: 2941



① Market & Sackville St.



① Downhill



① Along Market Street

**Attachment D – Design Manual Checklist – Case 19156**

<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
<b>2</b>	<b>Downtown Precinct Guide lines</b> ( <i>refer to Map 2 for Precinct Boundaries</i> )			
<b>2.8</b>	<b>Precinct 6: Upper Central Downtown</b>			
2.6a	Encourage low to mid-rise mixed use development while respecting the historic block pattern.	●		
2.6b	Improve the appearance and street-level functionality of larger buildings such as the Metro Centre with street-oriented infill and landscaped roofs.			●
2.6c	Encourage the historic downtown grid to be reinstated over the Metro Centre as redevelopment occurs.			●
2.6d	Development must appropriately frame Citadel Hill through the provision of consistent, animated streetwalls of superior quality and design.	●		
2.6e	Require that vacant sites be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experience.	●		
2.6f	Prohibit new surface parking lots of any kind.	●		
2.6g	Pedestrian activity and retail commerce shall be encouraged by the protection of sidewalks from weather through the use of canopies and awnings.	●		
2.6h	East-west streets shall provide views between the Citadel and the Harbour.	●		
2.6i	George Street shall be established as an important east-west street, a grand promenade, given the linkage between the Town Clock, the Grand Parade, and the Harbour.			●
2.6j	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	●		
2.6k	The Argyle Street and Blowers Street area shall be reinforced as a vibrant area of low to mid-rise buildings, small-scale retail uses, restaurants, bars, potential for permanent sidewalk cafes, hotels, cultural uses, and residential uses.			●
2.6l	As roofscapes are highly visible from the Citadel in this precinct, they shall be well-designed, carrying the	●		

**Attachment D – Design Manual Checklist – Case 19156**

Section	Guideline	Complies	Discussion	N/A
	architectural language of the building onto the roof. Flat roofs are required to be landscaped, with living green roofs given strong preference			
<b>3</b>	<b>General Design Guidelines</b>			
<b>3.1</b>	<b>The Streetwall</b>			
<b>3.1.1</b>	<p><b>Pedestrian-Oriented Commercial</b>                      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>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.	●		
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.			●
<b>3.1.2</b>	<b>Streetwall Setback</b> ( <i>refer to Map 6</i> )			
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	●		



**Attachment D – Design Manual Checklist – Case 19156**

<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	buildings.			
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.			●
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.			●
<b>3.1.3</b>	<b>Streetwall Height</b> 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.		●	
<b>3.2</b>	<b>Pedestrian Streetscapes</b>			
<b>3.2.1</b>	<b>Design of the Streetwall</b>			
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.	●		

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
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.	●		
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.		●	
<b>3.2.2</b>	<b>Building Orientation and Placement</b>			
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 appropriate 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 By-law, except where required for through-block pedestrian connections or vehicular access.			●
<b>3.2.3</b>	<b>Retail Uses</b>			
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.			●

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
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.			●
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.		●	
<b>3.2.4</b>	<b>Residential Uses</b>			
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.			●

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
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.			●
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.	●		
<b>3.2.5</b>	<b>Sloping Conditions</b>			
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 a 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	●		

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Section	Guideline	Complies	Discussion	N/A
	top of streetwalls on sloping streets.			
<b>3.2.6</b>	<p><b>Elevated Pedestrian Walkways</b>  <i>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.</i></p>			
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.			●
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.			●
<b>3.2.7</b>	<b>Other Uses</b>			
3.2.7a	Non-commercial uses at-grade should animate the street with frequent entries and windows.			●
<b>3.3</b>	<b>Building Design</b>			
<b>3.3.1</b>	<b>Building Articulation</b>			
3.3.1a	<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"> <li>● 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.</li> <li>● Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape.</li> <li>● Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.</li> </ul>	●		
3.3.1b	Buildings should seek to contribute to a mix and variety	●		

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Section	Guideline	Complies	Discussion	N/A
	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.	●		
<b>3.3.2</b>	<b>Materials</b>			
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	●		

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	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.	●		
<b>3.3.3</b>	<b>Entrances</b>			
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.	●		
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	●		
<b>3.3.4</b>	<b>Roof Line and Roofscapes</b>			
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	●		

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	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.	●		
<b>3.4</b>	<b>Civic Character</b>			
<b>3.4.1</b>	<b>Prominent Frontages and View Termini</b>			
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.			●
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.			●
<b>3.4.2</b>	<b>Corner Sites</b>			
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.			●



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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
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.			●
<b>3.4.3</b>	<b>Civic Buildings</b>			
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, museums, libraries, court houses, performing arts venues, etc.			●
<b>3.5</b>	<b>Parking Services and Utilities</b>			
<b>3.5.1</b>	<b>Vehicular Access, Circulation, Loading and Utilities</b>			
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 pickup 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.		●	

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
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.	●		
<b>3.5.2</b>	<b>Parking Structures</b>			
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.			●
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			●

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	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.			●
<b>3.5.3</b>	<b>Surface Parking</b>			
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 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 hardscaping materials should be used to add visual texture and reduce apparent parking lot scale. Landscaping should be low maintenance.			●
<b>3.5.4</b>	<b>Lighting</b>			
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	●		

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	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 trespass 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.	●		
<b>3.5.5</b>	<b>Signs</b>			
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 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.		●	
<b>3.6</b>	<b>Site Plan Variance</b>			

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
<b>3.6.3</b>	<b>Streetwall Height Variance</b>			
3.6.3.a	the streetwall height is consistent with the objectives and guidelines of the Design Manual; and	●		
3.6.3.b	the modification is for a corner element that is used to join streetwalls of differing heights; or			●
3.6.3.c	the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or	●		
3.6.3.d	where a landmark building element is called for pursuant to the Design Manual			●
<b>3.6.15</b>	<b>Land Uses at Grade Variance</b>			
	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:			
3.6.15.a	The proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and,	●		
3.6.15.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:			
3.6.15.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,	●		
3.6.15.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,			●
3.6.15.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			●

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Section	Guideline	Complies	Discussion	N/A
	impractical; or,			
3.6.15.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. (RC-Mar 26/13;E-Apr 13/13)			•

October 17, 2013

Jillian Maclellan  
 Planner  
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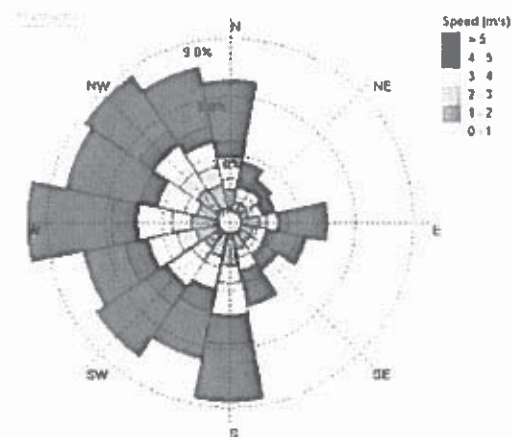
**RE: Proposed Market St & Sackville St Wind Impact Qualitative Assessment**

Dear Jillian,

The proposed 8-storey commercial and residential building lies at the corner of Market St and Sackville St just east of Citadel Hill. It includes the existing 5268 address building as a lower-level component of the structure. This parcel represents approximately one-half of the block length from Market St to Grafton St. To the immediate east of the site lies the 3-storey Maxwell's Plum building and to the south is the 2-storey 1580 Grafton (Symcor, Inc.) building which occupies the full block length from Market St to Grafton St. The site context to the west is primarily dominated by the Cambridge Suites Hotel and associated parking. This is a 7-storey building that also includes local business and retail. Of particular note is the WHW Architecture office that sits on the corner directly opposite of the site. Across Sackville St to the north, the land currently under construction for the new Nova Centre. The construction for the Nova Centre is scheduled to be completed in 2016 and is currently comprised of a 2 tower configuration which will occupy two city blocks and will range from 5-storey to 18-storey in building height. Directly across from the proponent's site the Nova Centre will be 7-storeys in height.

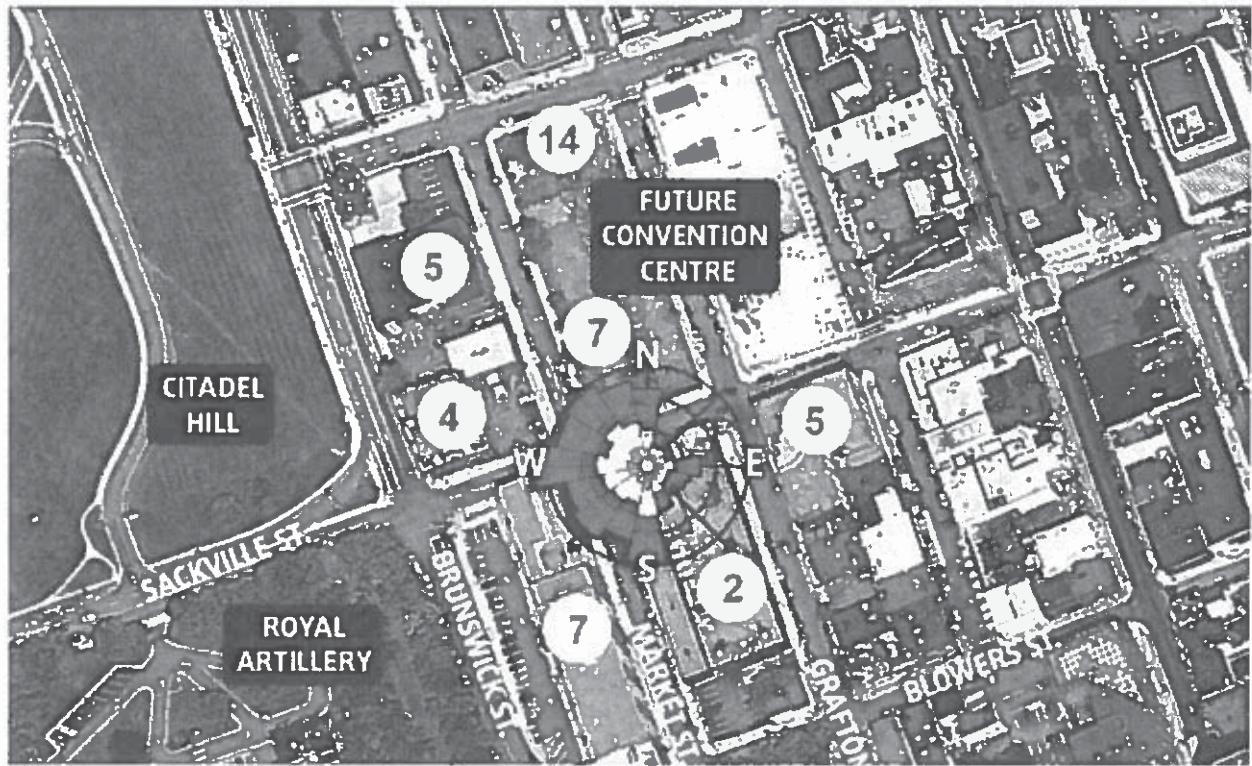
The following assessment looks to interpret the probable impacts to existing wind speed intensity and turbulence on surrounding properties and sidewalks as a direct result of this development. To this end, wind data recorded at the local Shearwater Airport between 1953 and 2000 was assembled and analyzed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

**Figure 1.** Wind Rose for Shearwater Airport. Diagram shows winds in the FROM direction.



resulting diagram (Fig. 1) shows that the highest and most frequent wind speeds come from the west and south. The relative distribution of higher wind speeds are somewhat constant from the north, north-west, and south-west. High winds from the north-east, east, and south-east are substantially infrequent when compared to other directions. Fig. 2 illustrates these implications for the given site.

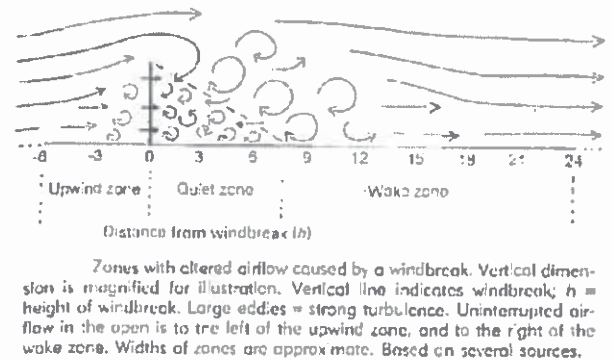
**Figure 2.** Wind Rose overlain on top of the proposed development site. Red numbers denote building storeys.



The current site has a 3 storey building and is adjacent to the 7-storey Cambridge Suites Hotel to the west. Further down Sackville Street, many of the buildings are 6 stories in height. The Nova Centre is anticipated to be finished before this development so for the purpose of further analysis, the Nova Centre is assumed to be built according to the current development submission.

**Urban Windbreak Impacts**

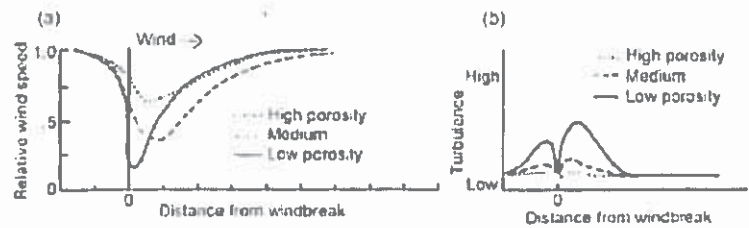
As shown in Fig. 2 the new building will impact sidewalk conditions differently at different times of the year. In the winter, Sackville Street will be in the Upwind zone (see fig 3) and in the summer Sackville Street will be in the downwind zone. The study site will be fronted to the north (the direction of prevailing winds in winter) by 7 storey Nova Centre and thus will be susceptible to the quiet zone and turbulence caused by the new buildings. The wake zone of the Nova Centre (8-24 times the 7 storey height or 600'-1700') will create increased wind speeds on the south end of Grafton Street in the winter. The proposed 8-storey building is not anticipated to have any additional impacts on Sackville



**Figure 3.** Windbreak Diagram



Street but, in concert with the Nova Centre could slightly increase wind speeds and wind turbulence at the south end of Grafton Street. The irregular rooftops of the buildings between Market Street and Grafton Street will likely take the brunt of any increased wind speeds limiting changes at the sidewalk elevation to only minimal speed increases. Wake zones for zero porosity structures can extend 8-30 times the height of a structure. So, an 8-storey building can generate increased wind speeds between 240-850 metres on the lee side (see Fig. 3). Beyond the wake zone, there are typically more turbulence and eddies as a result of more turbulent air. As such in winter, additional gusts and eddies may be noted along Blowers St. as a result of this development. However, increased wind speeds will likely be confined to the rooftops of the buildings south-east of the proposed development. On the north side of this development (in the upwind zone), winter winds will actually be reduced except for times when winds are directly from the west. When winds prevail from the west, the increased height from this development and the Nova Centre will increase wind speeds marginally east of market Street on Sackville Street for 2-3 blocks. In the summer, the wind comes from the south-west most of the time which will increase wind speeds marginally on the rooftop of the Nova Centre but it will generally reduce wind speeds on Sackville Street. Wind speeds on market street north the new development will be increased slightly (this area is intended to act as back of house for the Nova Centre). It is not anticipated that this new building will impact wind speeds on Argyle Street in the summer.



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

Figure 4. Porosity Diagram

While wind turbulence is generated by structures on the lee side, wind speed is reduced. Low porous or no porous structures such as buildings will reduce wind speeds immediately adjacent to the structure on the windward side (Fig. 4). Wind speed is also reduced on the leeward side, but generally reaches original approach speeds at an average distance of four times the structure height.

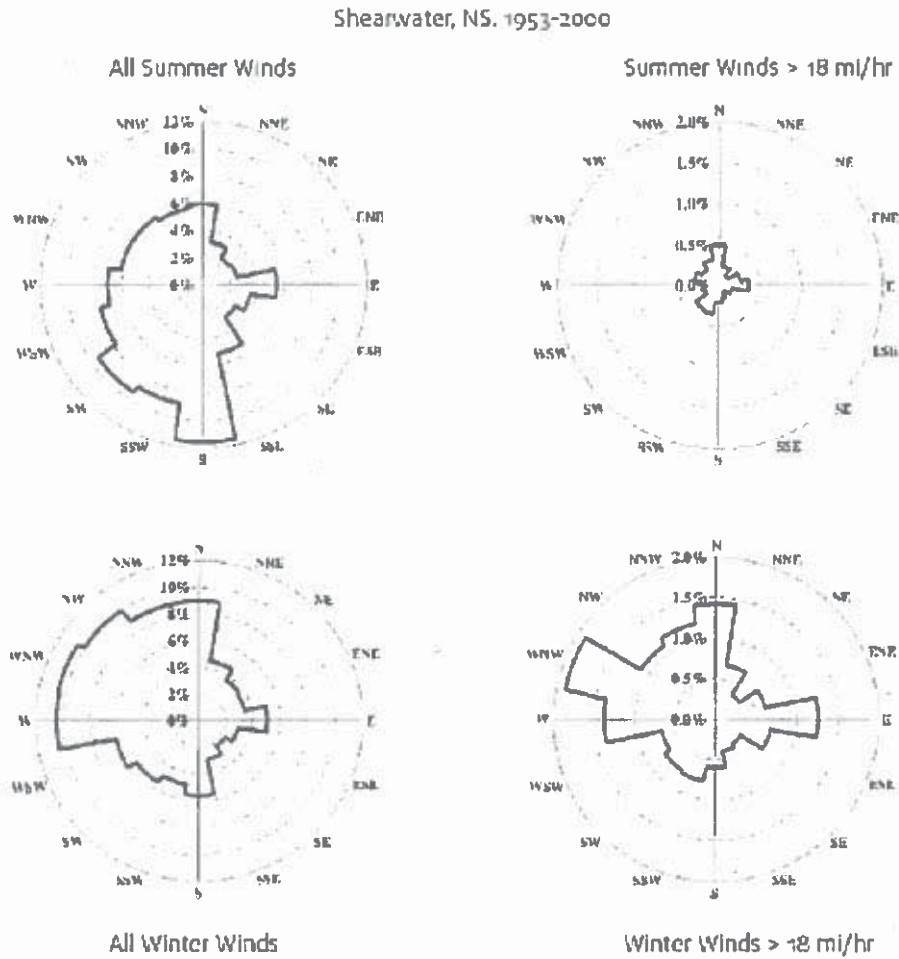
### COMFA Model (Brown and Gillespie, 1995)

Dr. Robert Brown of the University of Guelph developed the COMFA model to model human thermal comfort as a result of a number of variables including wind speed. Human thermal comfort is more pronounced during low-activity situations like sitting than during high-activity situations like running. The model is explained in the paper by Brown and LeBlanc (2003). Mr. LeBlanc was also the co-author with Dr. Brown in the 2008 ed. "Landscape Architectural Graphic Standards", Microclimate chapter. This model is the basis for the theoretical assessment of human thermal comfort changes as a result of the building explained below.

### Seasonal Wind Impacts

Looking at the seasonal wind impacts (Fig. 5), during the summer the majority of winds come from the southwest quadrant, approximately 46%, with the remaining spread amongst the other three ordinal directions: roughly 20% from the southeast, 24% from the northwest, and 10% originating out of the northeast quadrant. Overall, the winds are mild, with just over two percent of all winds reaching speeds over

Figure 5. Seasonal Wind Direction for Shearwater Airport



29 kph. Summer winds may mildly impact the sidewalk west of the development where concentrated flows sweeping through Market St. and against the proposed building, however, much of the wind would continue to be funneled down Market street to the 'back-of-house' area of the Nova Centre. In addition, small eddies may be formed on the leeward side within the quiet zone of the proposed site along Sackville St. These would create some additional wind turbulence but not much increase in wind speed on Sackville St.

In the winter the prevailing winds shift to a northwest dominated occurrence. Approximately 48% of all winds come from the northwest. Winter winds are also stronger, with around fifteen percent of all winds reaching speeds above 29 kph. The new building will create an 8-storey upwind zone causing a larger wake zone spreading across roof of the 1580 Grafton building. The neighbouring building roof is likely to have a dampening effect on much of the turbulence generated by the proposed building, but small eddies may drift and descend upon Blowers St. and the Church of Saint Davids. It should be noted that a row of existing trees along Blowers St. and building rooftops will assist in mitigating much of these effects at the sidewalk level. During high wind conditions (>29 kph), only the north winds (that occur 1.5% of the time) will

impact pedestrians on the Market St sidewalk. The northwest corner of the site will see periodic increases in turbulence in the winter from the northwest and northerly winds.

### Wind Comfort Assessment

Changes in wind speed as a result of buildings vary depending on wind direction and building morphology. On street sides of the proposed building, 'streamlines' can occur where the wind is accelerated through the openings between buildings. The taller the buildings, the greater the potential for increased wind speed. The area where this will impact as a result of the new building will be the Sackville St area when winds prevail from the west (about 10% of the time in the winter) and the Market St area when winds prevail from the south (about 12% of the time in the summer). These areas may from time to time see increased wind speed; however, considering the proposed building footprint and the adjacent existing context, it is likely Market St will see only slightly increased levels and Sackville St may see a larger increase when winds are from the west. Even with this minor increase we do not anticipate any more 'uncomfortable' conditions than those that already exist. The current hole of the Nova Centre creates a worst case scenario for wind speeds at the sidewalk which will be remedied when the Nova Centre is constructed. The new proposed building should not create any uncomfortable wind conditions for more than 1-2% of the time compared with current conditions (assuming the Nova Centre is constructed). The corner of Sackville and Market St may experience occasional gusting when prevailing winds come from the north and west, which while not effecting walking, may make standing at this corner location uncomfortable on occasion (the increase in discomfort as a result of the building will be less than 1-2% of the time).

### Summary

The 8-storey building is not anticipated to have any measurable change in human thermal comfort for a person sitting, standing, walking or running within the anticipated wake zone of the building. The corner of Market and Sackville St may be occasionally windier than currently exists but this change in wind speed should not measurably change the comfort of people on this corner. The existence of several multi-storey building in the adjacent areas currently disrupt street level wind patterns so much that the addition of the new building will have little if any effect on the overall wind quality of the neighbourhood. In addition, with the proposed addition of the Nova Centre, this building will generally mimic the scale of other developments surrounding it.

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

Sincerely,

**ORIGINAL SIGNED**

Robert LeBlanc, President  
Ekistics Planning & Design



