

HALIFAX

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

Item No. 8.1.1
Design Review Committee
August 18, 2016

TO: Chair and Members of Design Review Committee

SUBMITTED BY: _____ Original Signed _____
Bob Bjerke, Chief Planner and Director of Planning and Development

DATE: August 4, 2016

SUBJECT: **Case 20560: Amended Substantive Site-plan Approval Application – Nova Centre, Lands bounded by Argyle, Market, Sackville, and Prince Streets, Halifax**

ORIGIN

Application by Noel Fowler Architect

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the amended qualitative elements of the substantive site-plan approval application for the Nova Centre on the lands bounded by Argyle, Market, Sackville, and Prince Streets Halifax as per the plans contained in Attachment A and identified as:
 - Site Plan, SPA-001 (Amended);
 - Level L7, SKA-396 (Amended);
 - North Elevation, SPA-004 (Amended);
 - West Elevation, SPA-005 (Amended);
 - South Elevation, SPA-006 (Amended); and
 - Roof Plan, SPA-015 (Amended).

replacing the following Site-plan Approval Plans dated June 3, 2014 as contained in Attachment B:

- Site Plan, SPA-001;
- Level L7, SKA-396
- North Elevation, SPA-004;

- West Elevation, SPA-005;
- South Elevation SPA-006;
- Podium North Elevation, SPA-004a;
- Podium West Elevation, SPA-005a; and
- Podium South Elevation SPA-006a; and
- Roof Plan, SPA-015.

with the following conditions:

- a) that the garage doors facing Market Street, open within the interior of the loading bay areas and be comprised of translucent materials and canopies be provided above the said doors; and
 - b) the square windows shown on the Market Street and Prince Street podiums on the June 3 2014 Site-plan Approval Plans continue to be required.
2. Approve the variance to the building height for rooftop mechanical equipment upon the sloped roof of the building in the vicinity of Market Street.

BACKGROUND

An application has been received from Noel Fowler Architect, on behalf of Argyle Consolidated Inc., for an amendment to a substantive site-plan approval to enable design changes to the Nova Centre, the mixed-use building comprised of the Halifax Convention Centre, a hotel, offices, and retail uses, on the lands bounded by Argyle, Market, Sackville, and Prince Streets, Halifax. To allow the proposed design changes, the Design Review Committee must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB). This report addresses relevant guidelines of the Design Manual in order to assist the Committee in their decision.

Subject Site	Lands bounded by Argyle, Market, Sackville, and Prince Streets, Halifax, Halifax
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Total Size	9,011 square metres (96,997 square feet)
Site Conditions	The Nova Centre is under construction, with most floors being complete
Current Land Use(s)	When completed, the Nova Centre will be comprised of the Halifax Convention Centre, a hotel, offices, and retail uses
Surrounding Land Use(s)	Surrounded by a broad mixture of downtown uses including office, retail, restaurant, residential, and institutional uses

Project Description

The Nova Centre has the following major elements:

- a 15 storey office tower along Argyle Street;
- a 16 storey hotel tower at the corner of Prince and Market Street (from Market Street);
- a combined pedestrian and vehicular passageway and gathering area for events on the portion of Grafton Street which has now been closed and sold to the developer;
- two levels of underground parking; and
- two levels of major convention centre exhibition space, one is underground and the other, which extends between Argyle and Market Streets over the passageway.

Uses facing Argyle Street are largely to be comprised of retail and restaurant uses. Uses facing Market Street and the upper sections of Sackville and Prince Streets are more utilitarian in nature, being comprised of loading doors, staircase exits, and mechanical louvres. The building, when complete, will interface with reinstated streetscapes to be constructed by the developer along Argyle, Sackville, Market and Prince Streets which will include new sidewalks, street trees, street lights, benches, bike racks and other street furniture as may be appropriate for this area.

On June 14, 2014, the Design Review Committee approved the project's original plans (Attachment B), with several conditions (Attachment C) for changes to the design of the building. Those were reflected on the plans that were approved for the issuance of permits.

The Applicant is now proposing changes to that original substantial site-plan approval, largely to the exterior materials of the Market Street hotel tower and to the streetscape conditions along the Market Street and upper sections of Sackville and Prince Streets. Those changes are described in Attachment D and are reflected on the Attachment A drawings. Of these, the significant changes are:

- the introduction of brick on the Market Street hotel tower;
- the introduction of mechanical equipment upon the roof of the building;
- an increased area that is occupied by mechanical louvres facing Market Street;
- an increased area (length along the Market Street) that is to be occupied by loading bay doors and a material change to those doors, which were to be inset and comprised of translucent materials, and that are now proposed to be roll-up steel doors upon the exterior of the building; and
- reduction in areas along Prince and Market Streets that were to be comprised of windows.

The plans in Attachment A also have other drawing updates that are largely minor in nature.

Renderings of the proposal are found in Attachment E.

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 Nova Centre is subject to special built-form elements as set out in Appendix B of the DHLUB, which is a diagram that outlines the permitted extent and height of various building elements on the site;
- no other built-form requirements under the DHLUB are to be considered;
- the development is to comply with the Citadel view plane and rampart view requirements;
- the proposed building needs to respond to the wind assessment performance standards of the DHLUB; and
- the appearance of the project, including matters such as its materials and its streetscape elements, are subject to the Design Manual and the review and approval of the Design Review Committee.

In addition to the above regulations, the Design Manual of the Downtown Halifax LUB contains guidance regarding the appropriate appearance and design of buildings.

Role of the Development Officer

In accordance with the substantive site-plan approval process, the Development Officer is responsible for determining if a project meets the land use and built form requirements of the Downtown Halifax LUB. The Development Officer has reviewed the application and determined it to be in conformance with these requirements, with the exception of the maximum building height for mechanical related equipment on the

west side of the sloped roof. This matter is proposed to be addressed through the Design Review Committee's consideration of a variance.

Role of the Design Review Committee

As the Development Officer and Design Review Committee have previously approved the overall building, and supporting studies such as a wind assessment, the role of the Design Review Committee in this case is to:

1. Determine if the proposed site-plan amendments are in keeping with the Design Manual; and
2. Consider the variance.

DISCUSSION

General Comments on the Nova Centre and the Design Manual

The following text from the original substantial site-plan approval staff report remains relevant in considering the proposed changes to Nova Centre:

“The Nova Centre is much larger than any other project that has been considered through the substantive site plan approval process to date. In addition, the nature of its land uses are such that the project has considerable amounts of frontage that are occupied by utilitarian features such as loading areas, air intakes and exhausts, and staircase exits. The review of the project has been undertaken with a perspective that the conditions of the Design Manual need to be applied in a balanced manner that recognizes the size and nature of the building, while also ensuring that the proposal meets overall goals, such as the animation of streets, to the greatest degree possible. “

The Applicant has submitted that many of the utilitarian changes to the building (increased number of loading bay doors, changes to the loading bay door materials, increased mechanical equipment) are due to operational changes to the building relative to the programming needs of the Convention Centre facility.

Design Manual Guidelines

As noted above, the Design Manual contains a variety of building design conditions that are to be met in the development of new buildings and modifications to existing buildings. An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment F. 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, where additional explanation is warranted, or where the Design Review Committee will need to give particular attention in their assessment of conformance to the Design Manual. An overview of these matters, identified as “Discussion” items, is provided in the remainder of this report and organized by the three elements of the building that are subject of the changes.

Materials - Market Street Tower (3.3.2b)

Under the existing substantive site-plan approval, the Market Street hotel tower has the same blue glass material as the Argyle Street tower. The current proposal is to introduce brick elements to the tower. To achieve a unified building image, section 3.3.2b of the Design Manual discourages the use of too varied a range of building materials. However, given the large size of the building, the introduction of brick helps to differentiate between the towers and break-up the use of glass. The essential design between the two

towers remains consistent and the proposed changes are in keeping with the intent of this guideline to provide a unified building image.

Rooftop Changes (2.6b, 2.6m, 3.3.4c, 3.3.4d, 3.3.4e, and 3.5.1e)

The Design Manual calls for landscaped rooftops, but with the need to provide large expansive floor areas with no columns under the roof, it was identified that establishing a landscaped roof was going to be problematic from a weight perspective. Therefore, the original approved design was for a large curved roof with no mechanical equipment. The current proposal is to establish a concentration of mechanical equipment close to Market Street. The equipment will be largely screened but some of it upon the roof will be exposed. Conditions within section 3.3.4, call for the integration of such equipment within the structure of the building. As such, the proposal is not ideal, although it is recognized that the mechanical equipment area occupies a relatively limited area of the complete roof. Additional commentary is provided under the variance section of this report.

Street Level Changes - Market Street and Prince Street (2.6d, 3.2.1a, 3.2.1e, 3.2.1f, 3.2.1g, 3.2.3c, 3.2.5b, 3.2.5c, 3.2.5d, 3.2.7a, 3.4.2c, 3.5.1e, 3.5.1f)

Of the proposed changes to the building, the alterations to accommodate additional utilitarian features are the most problematic aspects of the proposal relative to the conditions in the Design Manual. A comparison of the existing and proposed Market Street and Prince Street elevations is provided in Attachment G. The loading bay doors are proposed to be increased in number from 4 to 6 and extend further south along Market Street than in the existing approved design. As noted earlier, the applicant has identified that the changes are necessary to meet the operational needs of the building.

With regard to the need to accommodate the increased size of any mechanical equipment, a practical view should be taken with regard to the Design Manual conditions. However, with regard to matters such as proposed loading bay doors being on the outside of the building and composed of solid metal, it would be preferable for the mechanical equipment for the doors to continue to be on the inside of the building. In addition there should be a more in-depth consideration and attempt to use translucent materials for the doors. This would also allow for the reinstatement of the original canopies and square windows along Market Street as part of the current design. While the applicant has provided written information about the difficulties in accomplishing this, it does not seem to be absolute in discounting the original design. Therefore, it is suggested that the reinstatement of these original features be a condition of approval.

Along Prince Street, the original punched square windows are proposed to be removed to allow an increase in area for hotel signage. However, the existing wall face is sufficiently large and the area occupied by these windows does not adversely impact the availability of space for signage. Therefore, as a condition of approval, it is recommended that these original windows continue to be required.

The rationale for continuing to call for the conditions regarding the loading bay doors and the windows is found throughout the Design Manual and in particular in sections such as 3.2.1 e, f, and g.

While recognizing that a greater degree of utilitarian features may be necessary, no mitigation of this condition is formally being proposed by way of public art or other measures to assist in reducing the impact of these features on the streetscape.

Variance Request

A variance request is being sought to the quantitative requirements of the Downtown Halifax LUB, as detailed in Attachment D. While the LUB regulations specific to the Nova Centre do not expressly enable variances, the Design Manual does allow for a broad array of variance allowances, including conditions to consider a building height variance. The following provides a summary of the variance request and the staff evaluation.

Building Height Variance

The applicant is requesting to increase the building height from 22 m to 23.56 m (see Attachment A, Plan No. SPA-001) for the proposed rooftop mechanical equipment in the vicinity of Market Street. In support of its request, the applicant provided the following information:

“The increase in the height of the of the mechanical equipment and louvres at the south end of Market responds to change in the Convention Centre programming which substantially increased the anticipated air handling demand. Satisfying this demand required an increase in the size of air handling equipment.”

Staff advise that the variance request is able to be supported under section 3.6.8 of the Design Manual, pursuant to the following clause:

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

The rooftop architectural feature can be considered to be the louvres that are being installed to screen the mechanical equipment. The louvre panel does not extend to the full height of the mechanical equipment. While it will not be immediately apparent from Market Street, it will be visible from other vantage points, including the upper storeys of other adjacent buildings and higher elevations. Although this is not ideal, as noted previously, the mechanical equipment occupies a relatively small area of the sloped roof.

Conclusion

For the reasons outlined in this report, staff advise that the following proposed design changes are appropriate and should be approved by the Committee:

- a) the introduction of brick on the Market Street hotel tower;
- b) the addition of utilitarian features where it appears there is little choice based on the operational needs of the building; and
- c) the requested variance to accommodate the mechanical equipment and louvres at the south end of Market Street.

However, where certain proposed changes do not appear to be warranted, such as the design and construction of the garage doors along Market Street and areas along Prince and Market Streets that would benefit from an enhanced design incorporating windows or other features, it is recommended that the Committee approve the proposed changes to the site-plan approval subject to the conditions stated in the Recommendation section of this report.

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 Urban & Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. The risks considered rate low.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site-plan approvals. The level of engagement was information sharing, achieved through the developer's website, public kiosks at HRM Customer Service Centres, and a Public Open House held on April 13, 2016.

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES

1. The Design Review Committee may choose to approve without conditions the application as shown on Attachment A.
2. The Design Review Committee may choose to approve the application with conditions that differ from those put forward by staff. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.
3. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific criteria of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

ATTACHMENTS

Map 1	Location and Zoning
Attachment A	Proposed Site-plan Approval Plans
Attachment B	Original 2014 Site-plan Approval Plans
Attachment C	Design Review Committee Conditions for the 2014 Site-plan Approval
Attachment D	Applicant's Supporting Information
Attachment E	Renderings
Attachment F	Design Manual Checklist
Attachment G	Comparison of Existing and Proposed Market Street and Prince Street Elevations

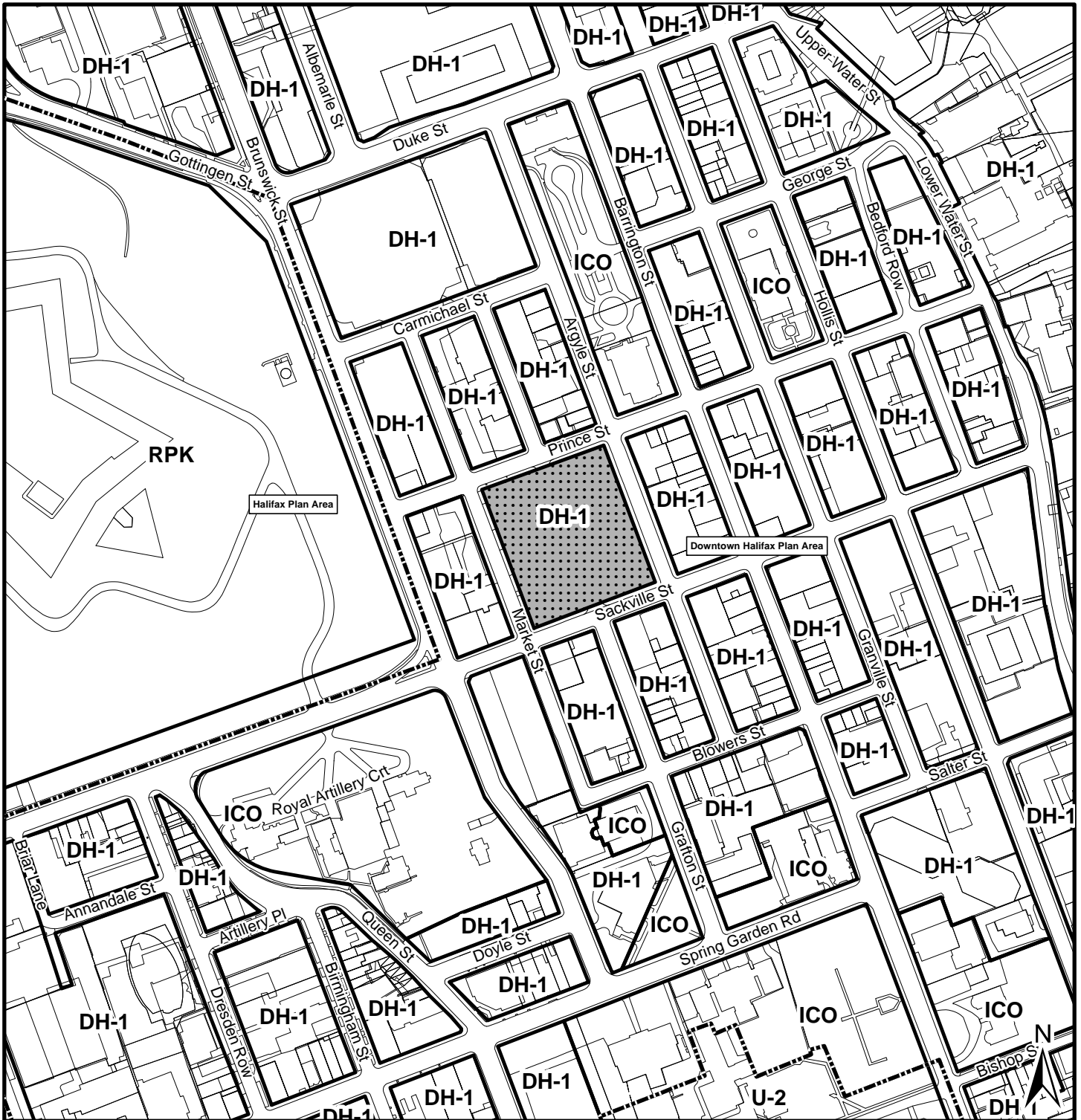
A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Richard Harvey, Manager of Policy and Planning, Parks and Recreation, 902.490.5822

Original Signed

Report Approved by:

Kelly Denty, Manager of Current Planning, 902.490.4800



Map 1 - Zoning

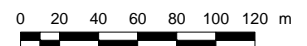
Area bounded by Argyle, Sackville, Market and Prince Streets, Halifax

 Subject area

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

Downtown Halifax Plan Area

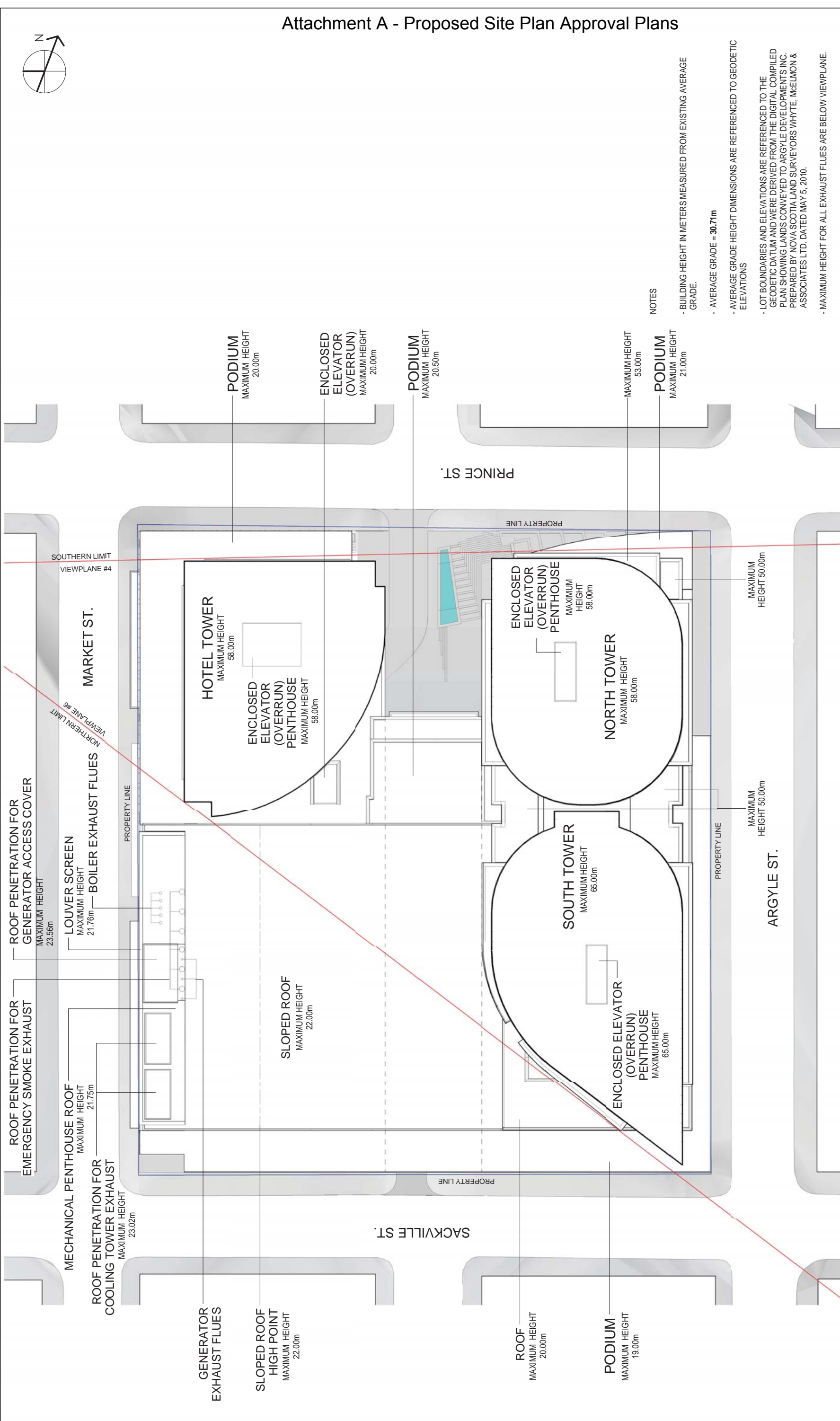
HALIFAX



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.

Attachment A - Proposed Site Plan Approval Plans



- NOTES
- BUILDING HEIGHT IN METERS MEASURED FROM EXISTING AVERAGE GRADE.
 - AVERAGE GRADE = 30.71m
 - AVERAGE GRADE HEIGHT DIMENSIONS ARE REFERENCED TO GEODETIC ELEVATIONS
 - LOT BOUNDARIES AND ELEVATIONS ARE REFERENCED TO THE GEODETIC DATUM AND WERE DERIVED FROM THE DIGITAL COMPILED PLAN SHOWING LANDS CONVEYED TO ARGYLE DEVELOPMENTS INC. PREPARED BY NOVA SCOTIA LAND SURVEYORS WHYTE, MCELMON & ASSOCIATES LTD. DATED MAY 5, 2010.
 - MAXIMUM HEIGHT FOR ALL EXHAUST FLUES ARE BELOW VIEWPLANE.



NOEL FOWLER ARCHITECT

SITE PLAN AMENDED

SPA-001

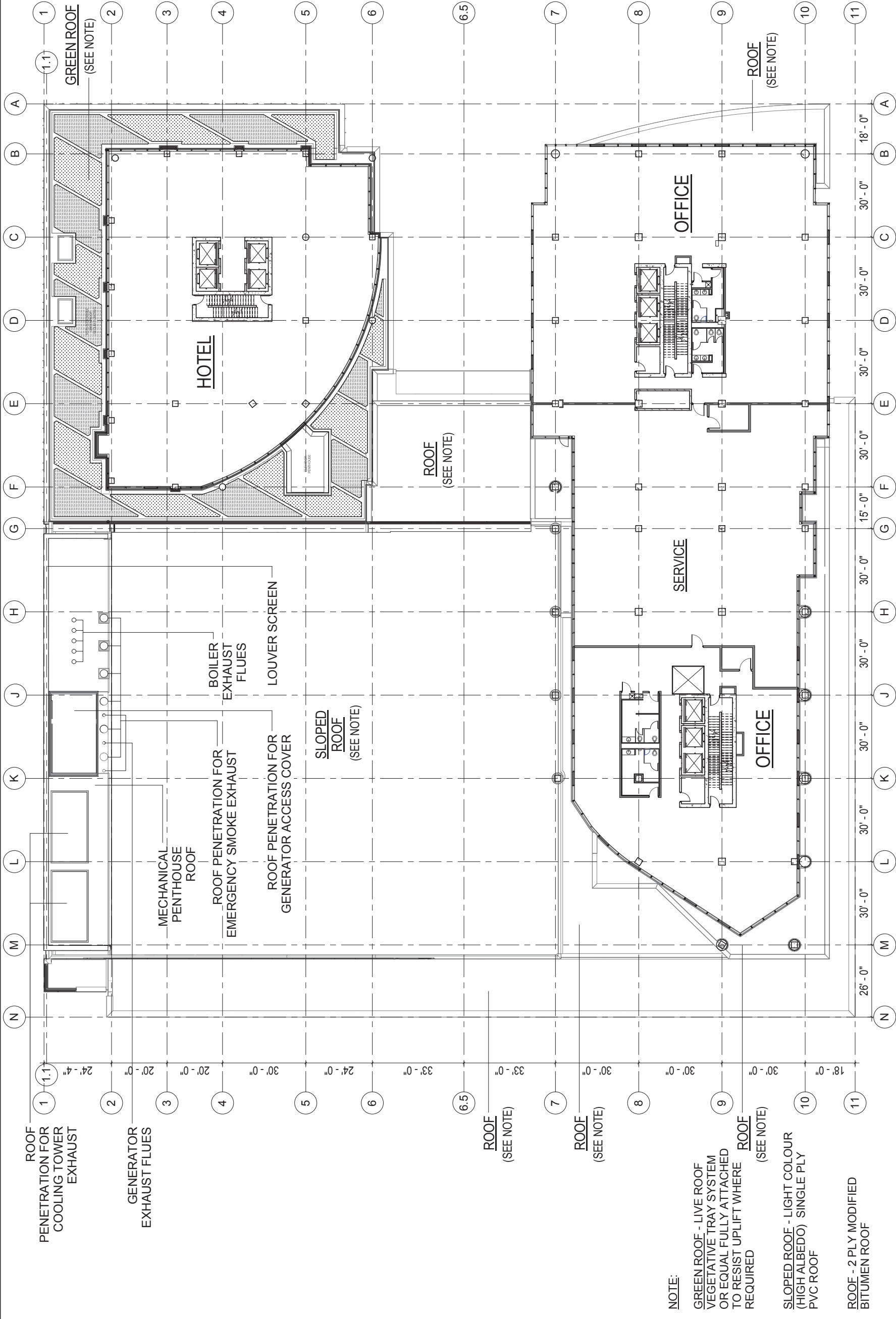
3/64" = 1'-0"

Nova Centre

Halifax, Nova Scotia

July 14, 2016

Attachment A - Proposed Site Plan Approval Plans



NOTE:
 GREEN ROOF - LIVE ROOF VEGETATIVE TRAY SYSTEM OR EQUAL FULLY ATTACHED TO RESIST UPLIFT WHERE REQUIRED
 SLOPED ROOF - LIGHT COLOUR (HIGH ALBEDO) SINGLE PLY PVC ROOF
 ROOF - 2 PLY MODIFIED BITUMEN ROOF



NOEL FOWLER ARCHITECT

LEVEL L7 AMENDED

SKA-396

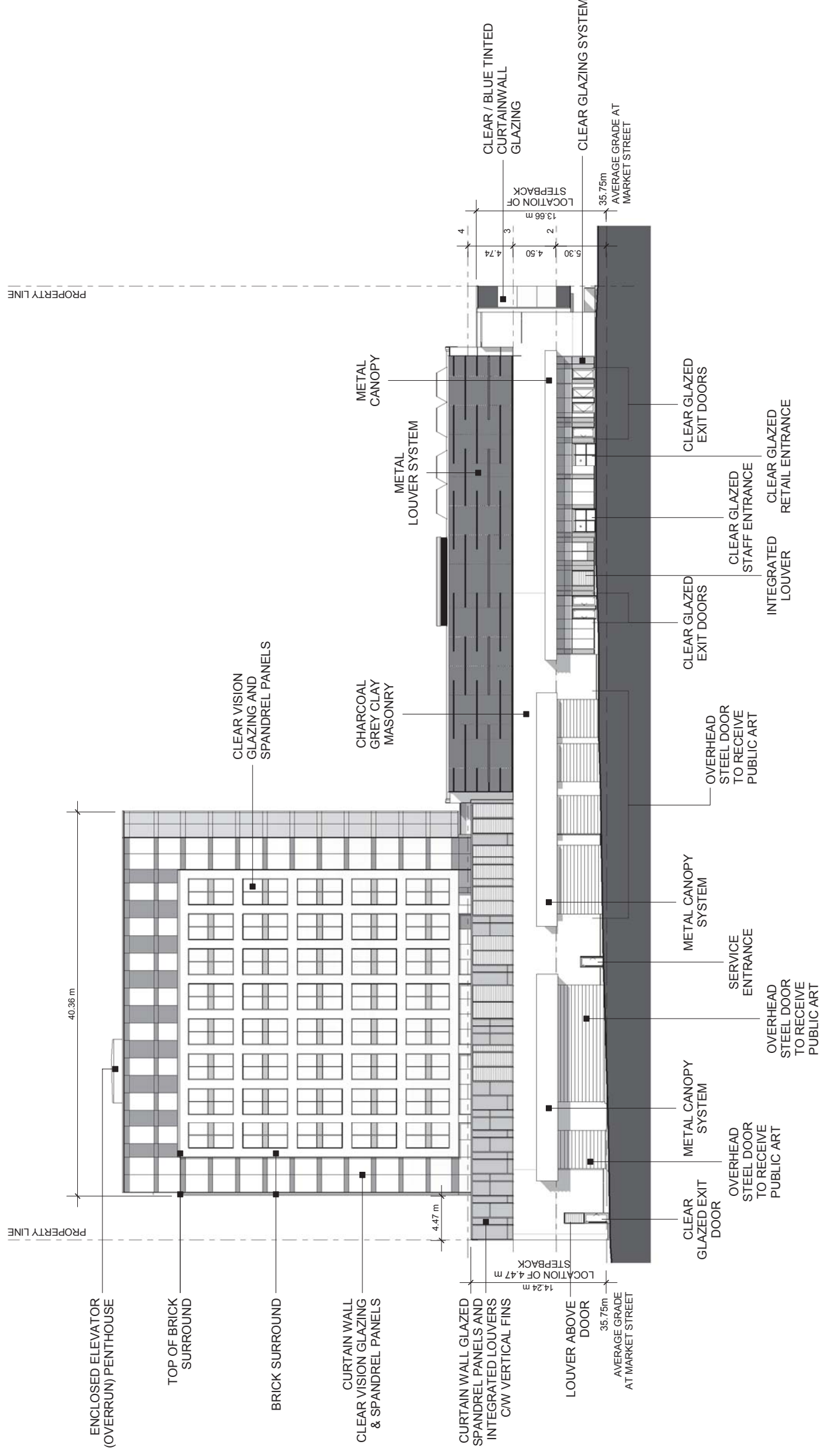
1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 22, 2016

Attachment A - Proposed Site Plan Approval Plans



Nova Centre

Halifax, Nova Scotia

June 22, 2016

WEST ELEVATION AMENDED

SPA-005

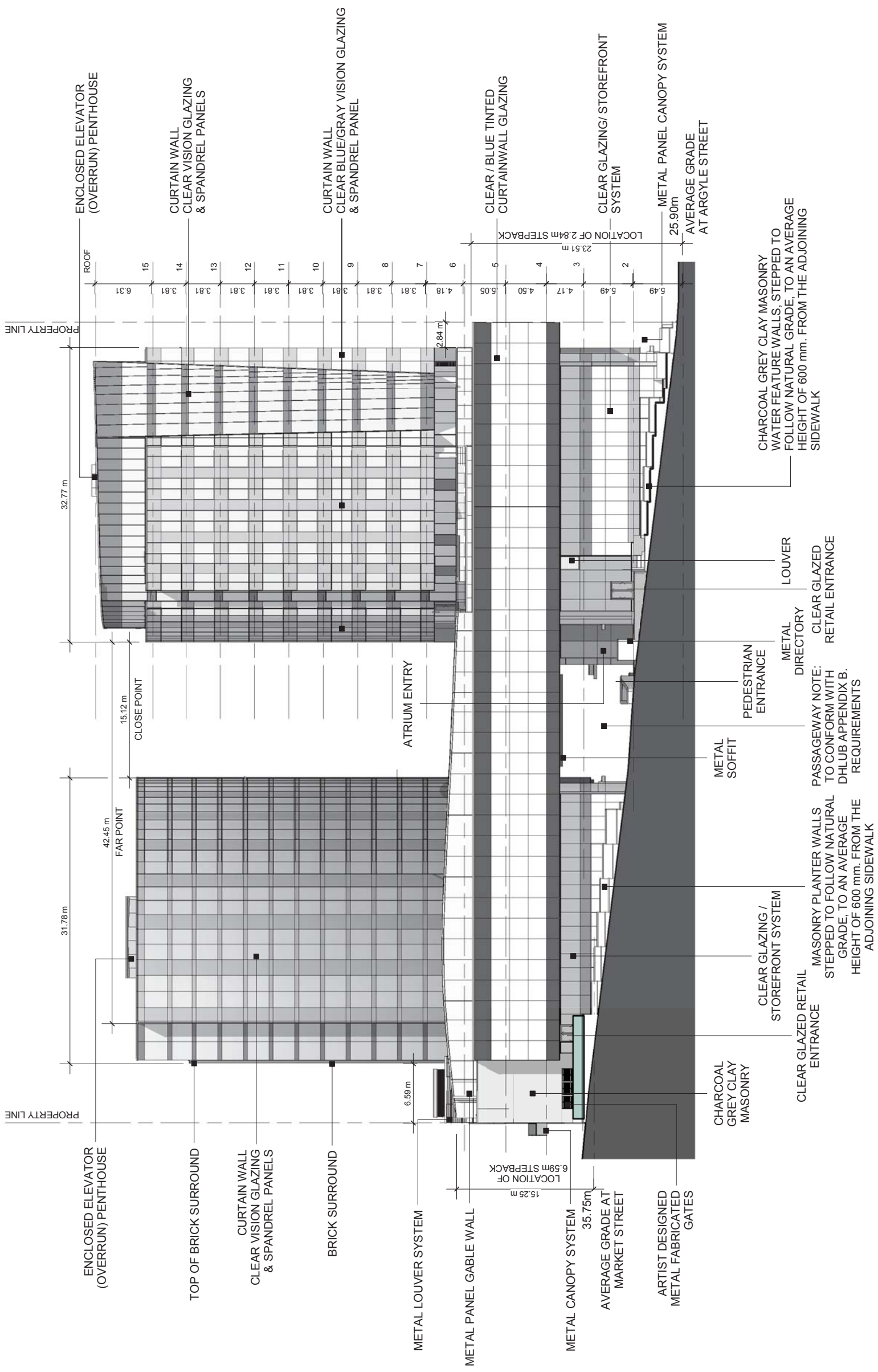
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NOEL FOWLER ARCHITECT



Attachment A - Proposed Site Plan Approval Plans



Nova Centre

Halifax, Nova Scotia

June 22, 2016

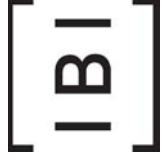
SOUTH ELEVATION AMENDED

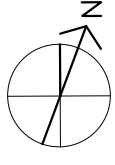
SPA-006

1:500

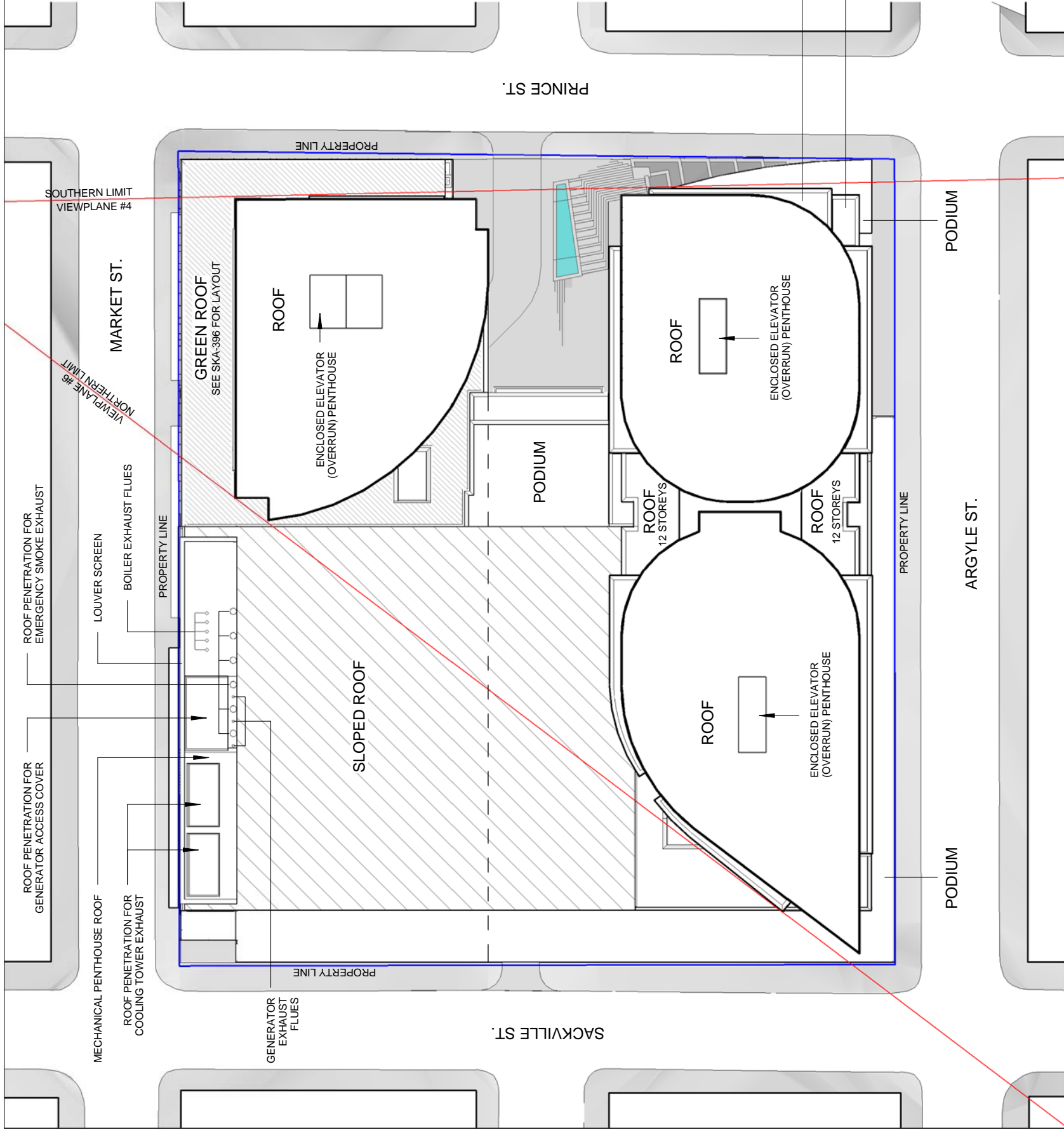


NOEL FOWLER ARCHITECT





Attachment A - Proposed Site Plan Approval Plans



NOTE:

GREEN ROOF - LIVE ROOF VEGETATIVE TRAY SYSTEM OR EQUAL FULLY ATTACHED TO RESIST UPLIFT WHERE REQUIRED

SLOPED ROOF - LIGHT COLOUR (HIGH ALBEDO) SINGLE PLY PVC ROOF

ROOF - 2 PLY MODIFIED BITUMEN ROOF (HIGH ALBEDO)

ROOF
13 STOREYS

ROOF
12 STOREYS

Nova Centre

Halifax, Nova Scotia

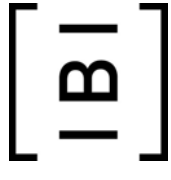
July 14, 2016

ROOF PLAN AMENDED

SPA-015



NOEL FOWLER ARCHITECT



NOVA CENTRE

SUBSTANTIVE SITE PLAN APPROVAL

JUNE 3 2014



IBI GROUP ATLANTIC ARCHITECTS
NOEL FOWLER ARCHITECT

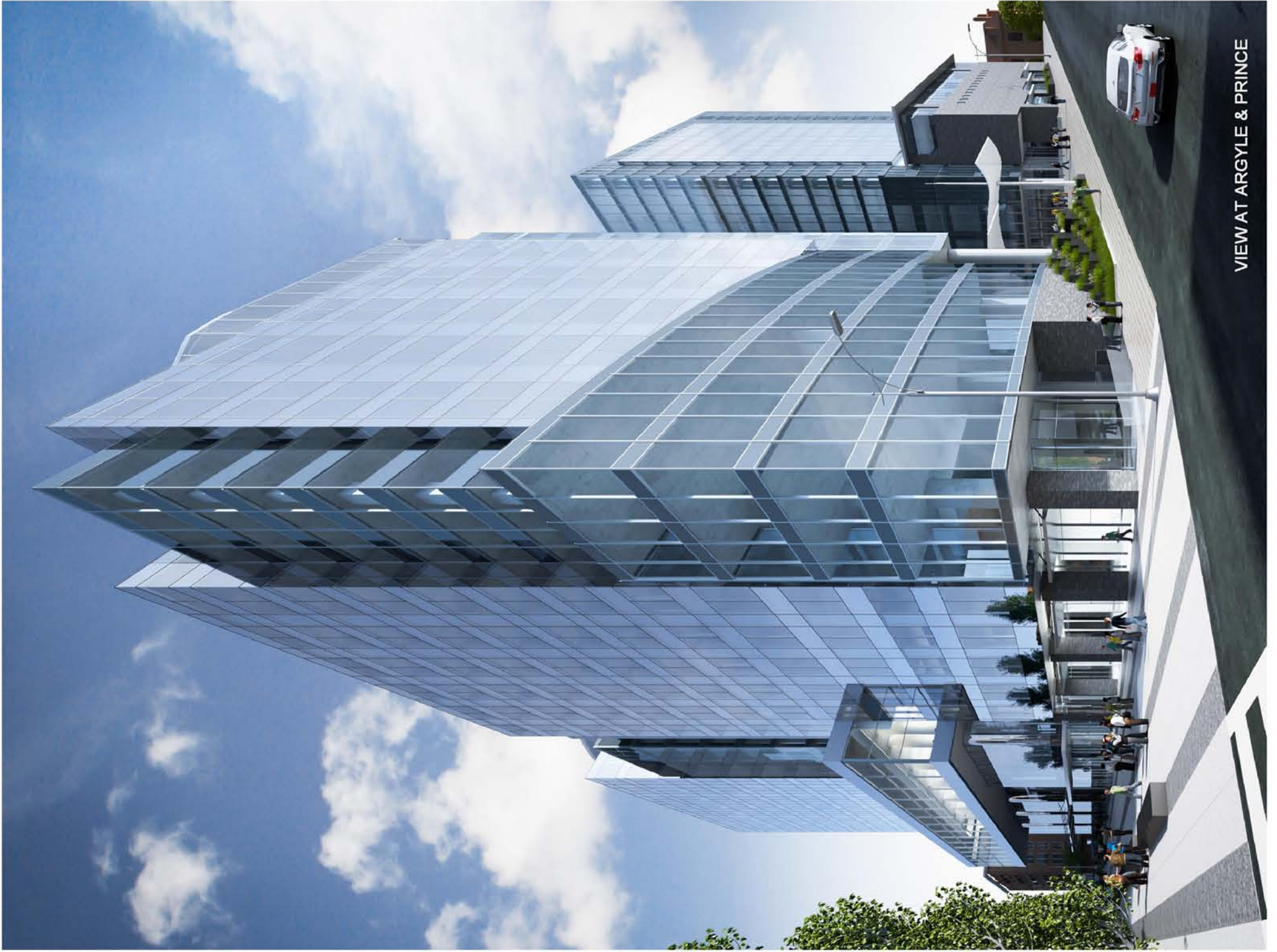


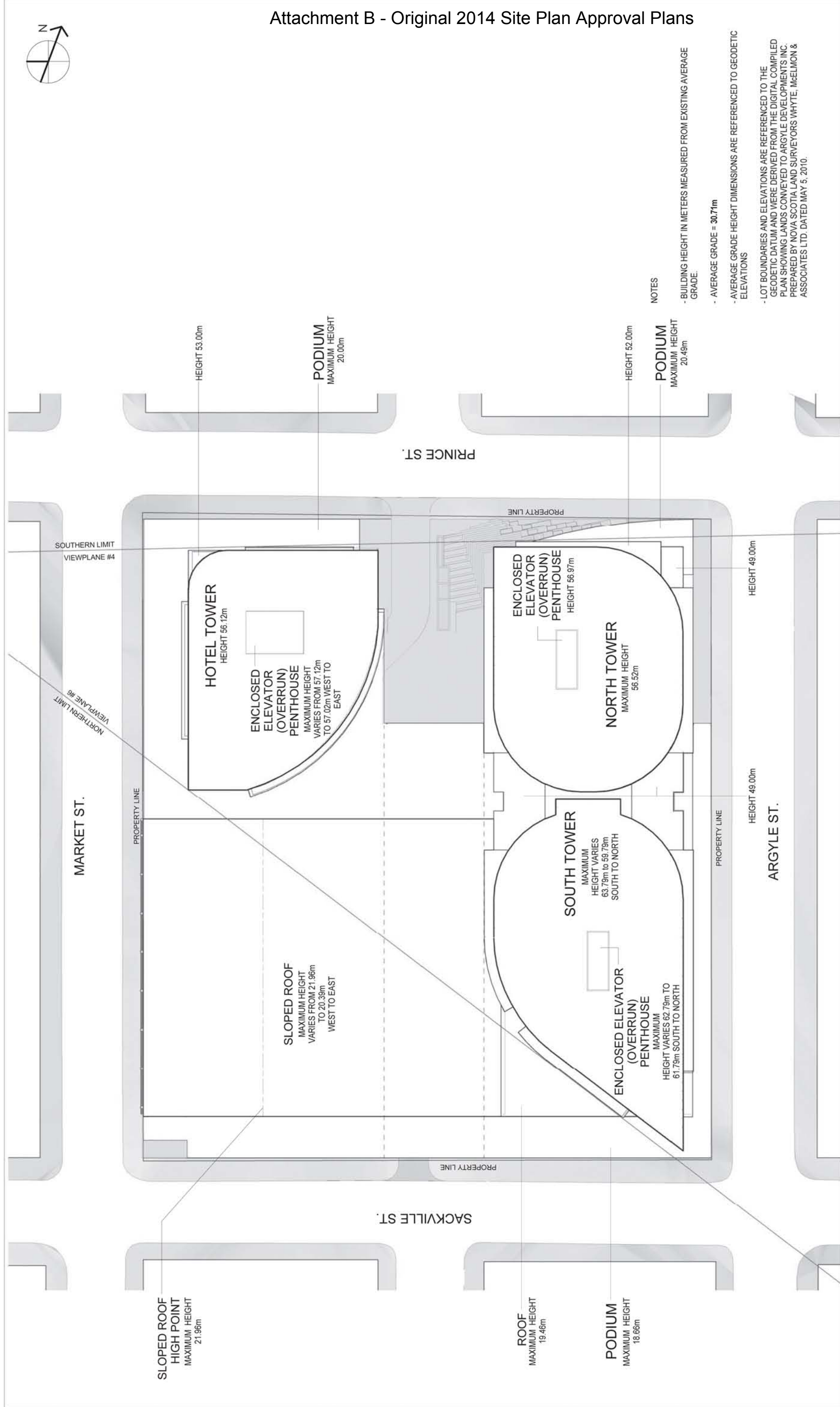
LIST OF DRAWINGS

SPA-001	SITE PLAN
SPA-002	ARCHITECTURAL SITE PLAN
L-100	MATERIALS PLAN
SKA-391	LEVEL L2 – ARGYLE STREET
SKA-392	LEVEL L3 – GRAFTON STREET
SKA-393	LEVEL L4 – MARKET STREET
SKA-394	LEVEL L5
SKA-395	LEVEL L6
SKA-396	LEVEL L7
SKA-397	LEVEL L8 TO L13
SKA-398	LEVEL L14
SKA-399	LEVEL L15
SKA-400	LEVEL L16
SPA-015	ROOF PLAN
SPA-003	EAST ELEVATION
SPA-004	NORTH ELEVATION
SPA-005	WEST ELEVATION
SPA-006	SOUTH ELEVATION
SPA-007	RAFTON STREET EAST ELEVATION
SPA-008	GRAFTON STREET WEST ELEVATION
SPA-003a	PODIUM EAST ELEVATION
SPA-004a	PODIUM NORTH ELEVATION
PA-005a	PODIUM WEST ELEVATION
SPA-006a	PODIUM SOUTH ELEVATION

SPA-030 SITE PLAN MAXIMUM ALLOWABLE HEIGHTS

APPENDIX 'A' LETTER FROM SURVEYOR





NOTES

- BUILDING HEIGHT IN METERS MEASURED FROM EXISTING AVERAGE GRADE.
- AVERAGE GRADE = 30.71m
- AVERAGE GRADE HEIGHT DIMENSIONS ARE REFERENCED TO GEODETIC ELEVATIONS
- LOT BOUNDARIES AND ELEVATIONS ARE REFERENCED TO THE GEODETIC DATUM AND WERE DERIVED FROM THE DIGITAL COMPILED PLAN SHOWING LANDS CONVEYED TO ARGYLE DEVELOPMENTS INC. PREPARED BY NOVA SCOTIA LAND SURVEYORS WHYTE, McELMON & ASSOCIATES LTD. DATED MAY 5, 2010.

Nova Centre

Halifax, Nova Scotia

June 03, 2014

SITE PLAN

SPA-001

3/64" = 1'-0"

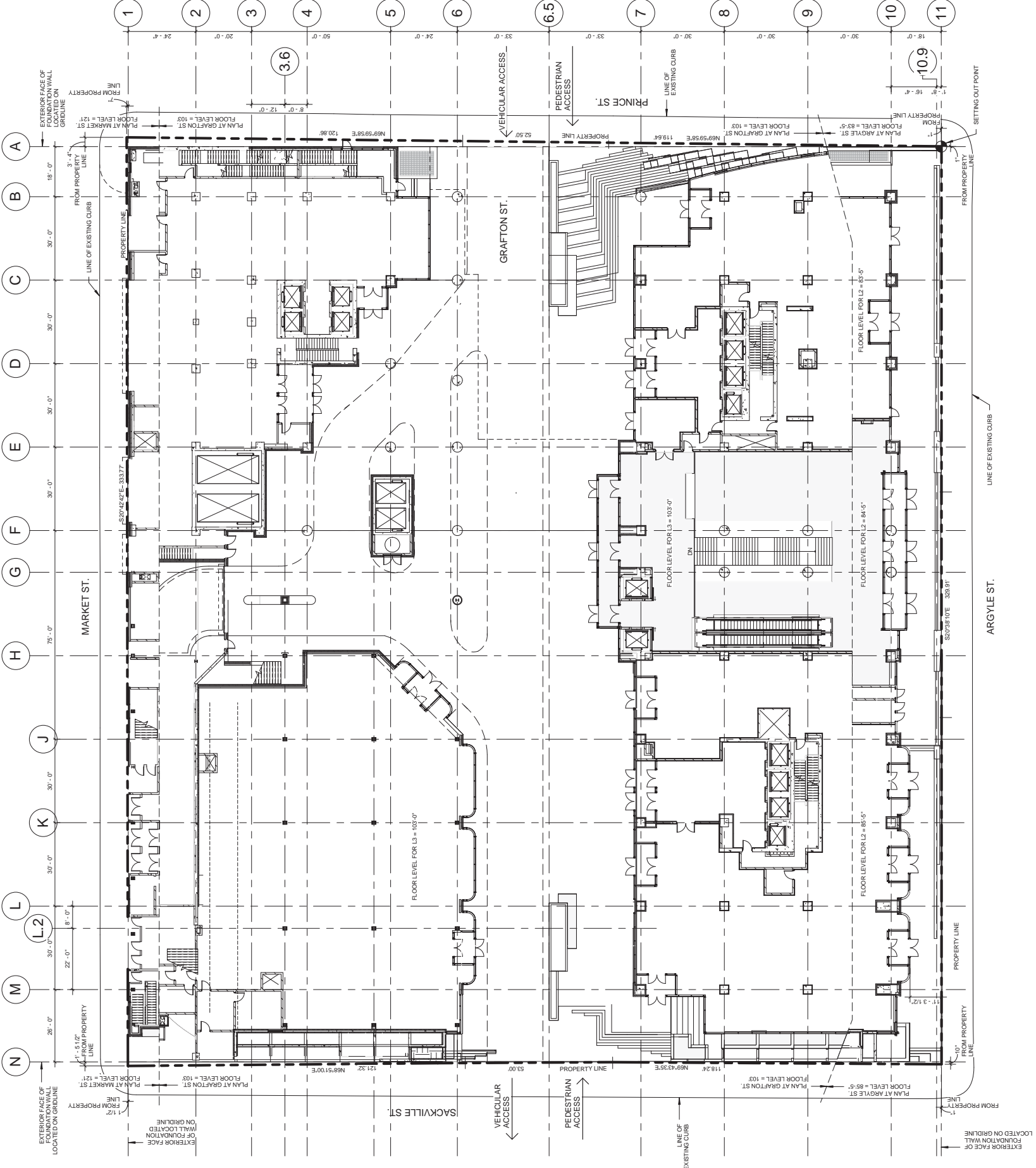


NOEL FOWLER ARCHITECT





NOEL FOWLER ARCHITECT



ARCHITECTURAL SITE PLAN

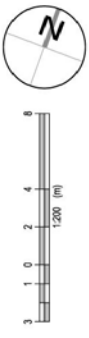
SPA-002

1" = 20'-0"

Nova Centre

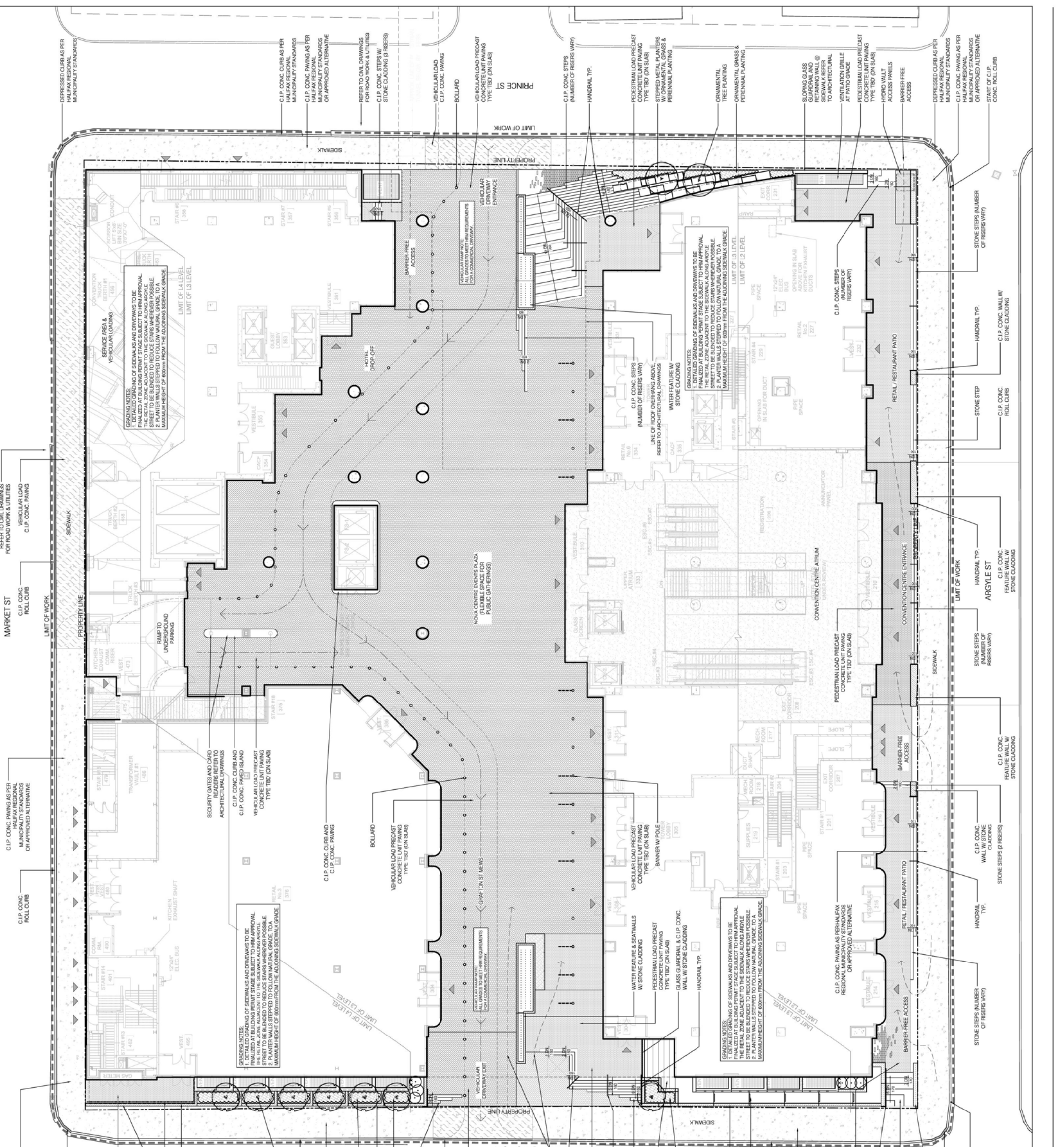
Halifax, Nova Scotia

June 03, 2014



LEGEND:

- PROPERTY LINE
- LIMIT OF BUILDING ABOVE
- DECIDUOUS TREE PLANTING
- ORNAMENTAL TREE PLANTING
- ORNAMENTAL GRASS & PERENNIAL PLANTING
- C.I.P. CONCRETE WALLS W/ STONE CLADDING
- C.I.P. CONCRETE FEATURE WALLS W/ STONE CLADDING
- WATER FEATURE W/ STONE CLADDING
- C.I.P. CONC. SEATING WALL
- METAL PLANTER EDGE
- CAST IN PLACE CONCRETE PAVING - PEDESTRIAN LOAD
- CAST IN PLACE CONCRETE PAVING - VEHICULAR LOAD
- PRECAST CONCRETE UNIT PAVING (TO BE DETERMINED)
- PRECAST CONCRETE UNIT PAVING (TBD)
- PRECAST CONCRETE UNIT PAVING (TBD)
- INTERIOR PAVING CONNECTION (TBD)
- BOLLARD
- BANNER W/ POLE
- EXISTING ELEVATION
- PROPOSED ELEVATION
- PROPOSED SLOPE
- AREA DRAIN
- TRENCH DRAIN



MARKET ST
 REFER TO CIVIL DRAWINGS FOR ROAD WORK & UTILITIES
 VEHICULAR LOAD PRECAST CONCRETE UNIT PAVING
 C.I.P. CONC. CURB AS PER MUNICIPALITY STANDARDS OR APPROVED ALTERNATIVE
 C.I.P. CONC. ROLL CURB
 LIMIT OF WORK

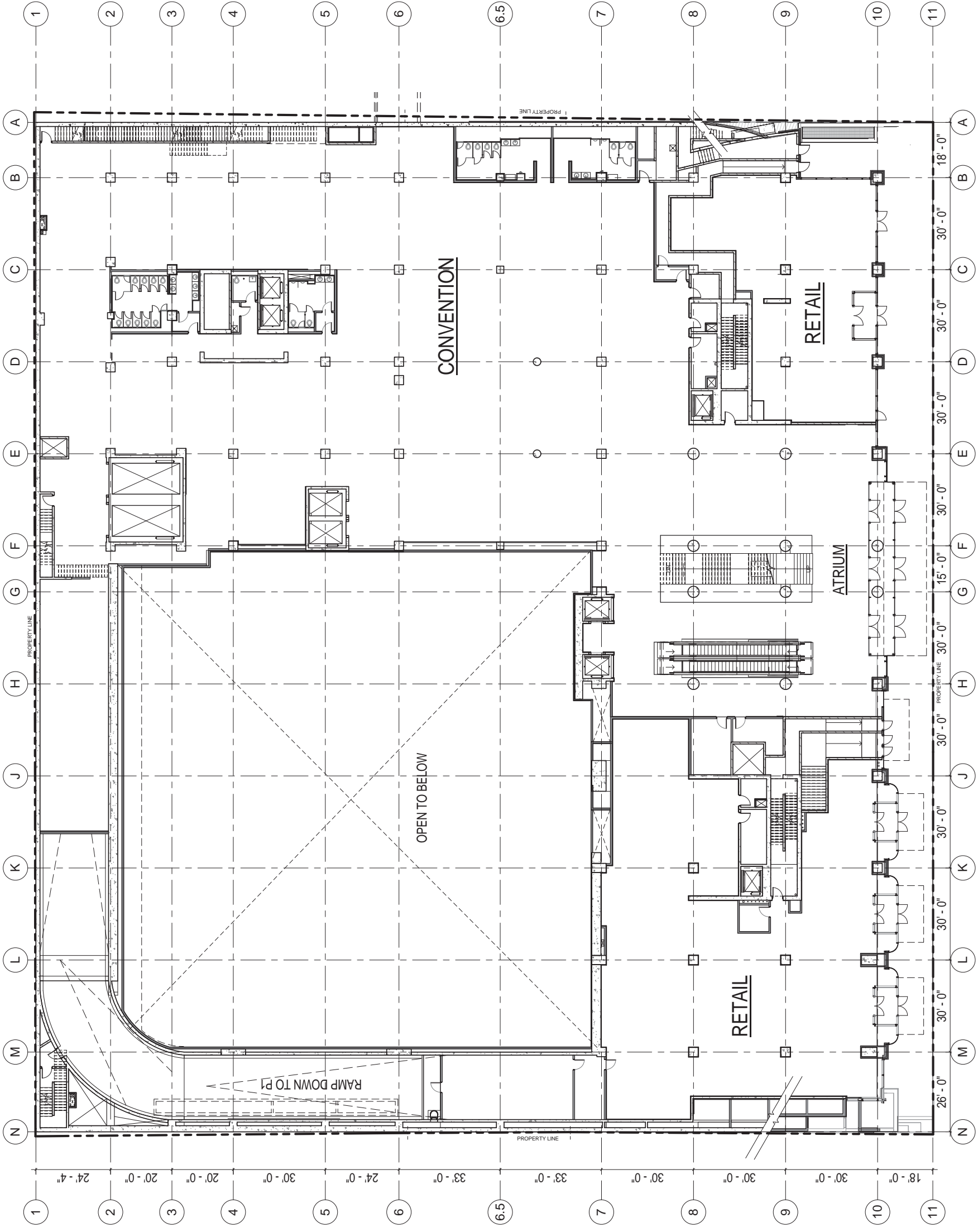
PRINCE ST
 VEHICULAR LOAD PRECAST CONCRETE UNIT PAVING
 C.I.P. CONC. PAVING AS PER MUNICIPALITY STANDARDS
 C.I.P. CONC. CURB AS PER MUNICIPALITY STANDARDS
 C.I.P. CONC. PAVING AS PER MUNICIPALITY STANDARDS OR APPROVED ALTERNATIVE
 REFER TO CIVIL DRAWINGS FOR ROAD WORK & UTILITIES
 C.I.P. CONC. STEPS W/ STONE CLADDING (P RISERS)
 BOLLARD
 VEHICULAR LOAD PRECAST CONCRETE UNIT PAVING TYPE TBD (ON SLAB)
 VEHICULAR LOAD PRECAST CONCRETE UNIT PAVING TYPE TBD (ON SLAB)
 VEHICULAR LOAD PRECAST CONCRETE UNIT PAVING TYPE TBD (ON SLAB)
 C.I.P. CONC. STEPS (NUMBER OF RISERS VARY)
 HANDRAIL TYP.

SACKVILLE ST
 BARRIER-FREE ACCESS
 C.I.P. CONC. STEPS (NUMBER OF RISERS VARY)
 HYDRO VALVE ACCESS PANELS
 HANDRAIL TYP.
 C.I.P. CONC. STEPS (NUMBER OF RISERS VARY)
 STEPPED WATER FEATURE
 COLUMNAR ORNAMENTAL TREE & PERENNIAL PLANTING
 C.I.P. CONC. WALL W/ STONE CLADDING
 STEPPED WATER FEATURE
 C.I.P. CONC. CURB AS PER MUNICIPALITY STANDARDS
 C.I.P. CONC. PAVING AS PER MUNICIPALITY STANDARDS OR APPROVED ALTERNATIVE
 PEDESTRIAN LOAD PRECAST CONCRETE UNIT PAVING TYPE TBD (ON SLAB)
 HANDRAIL TYP.
 C.I.P. CONC. STEPS (NUMBER OF RISERS VARY)
 C.I.P. CONC. WALL W/ STONE CLADDING
 DEPRESSED CURB AS PER MUNICIPALITY STANDARDS
 START OF C.I.P. CONC. ROLL CURB

GRADING NOTES:
 1. DETAILED GRADING OF SIDEWALKS AND DRIVEWAYS TO BE FINALIZED AT BUILDING PERMIT STAGE SUBJECT TO HRM APPROVAL. THE RETAIL ZONE ADJACENT TO THE SIDEWALK ALONG ARGYLE STREET TO BE ELEVATED TO REDUCE STAIRS WHEREVER POSSIBLE. 2. PLANTER WALLS STEPPED TO FOLLOW NATURAL GRADE TO A MAXIMUM HEIGHT OF 600mm FROM THE ADJOINING SIDEWALK GRADE.

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NOTE: PARKING AND CONVENTION CENTRE SPACE BELOW THIS FLOOR LEVEL

LEVEL L2, ARGYLE STREET

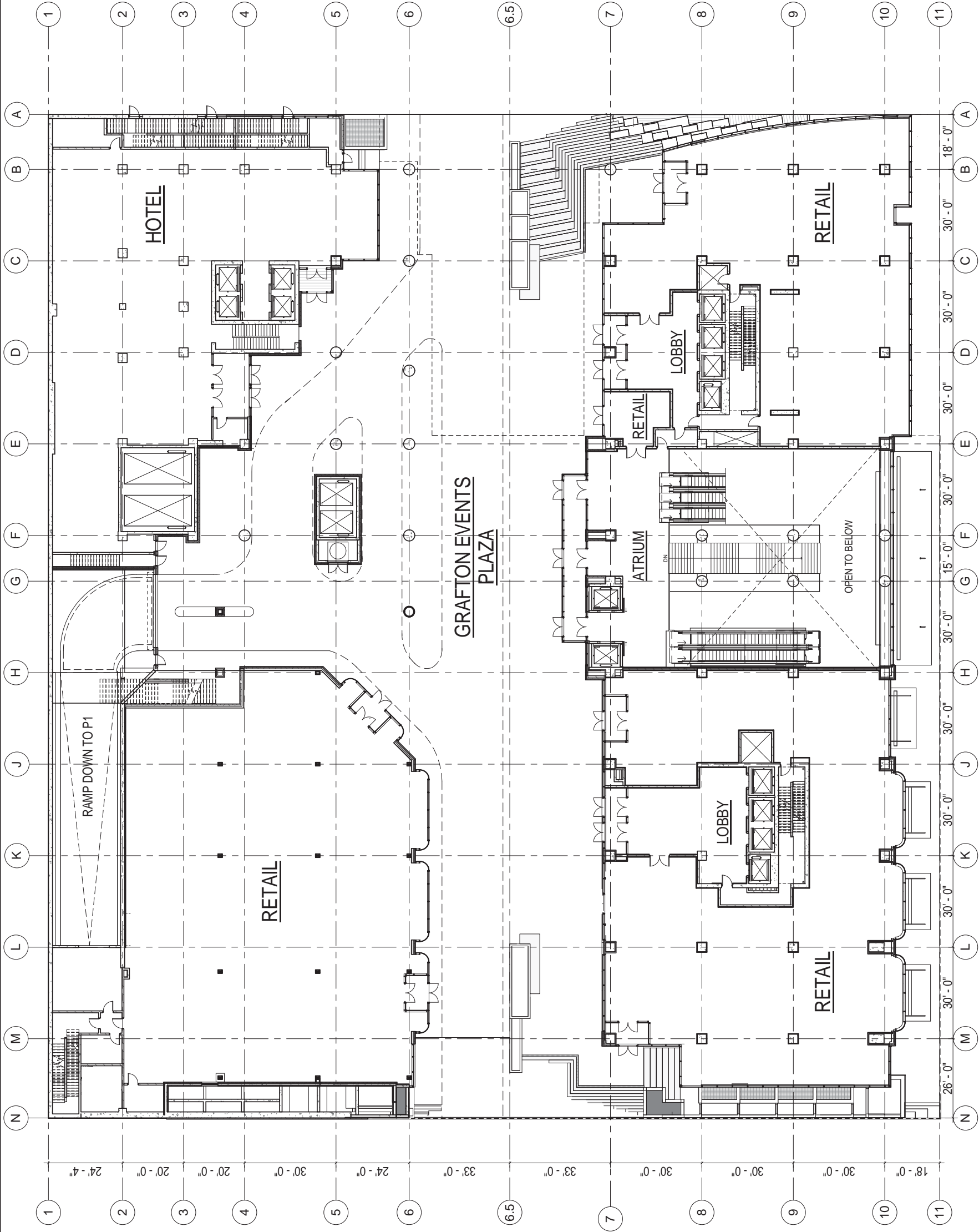
SKA-391

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



LEVEL L3. GRAFTON STREET

SKA-392

1/16" = 1'-0"



NOEL FOWLER ARCHITECT

LEVEL L4. MARKET STREET

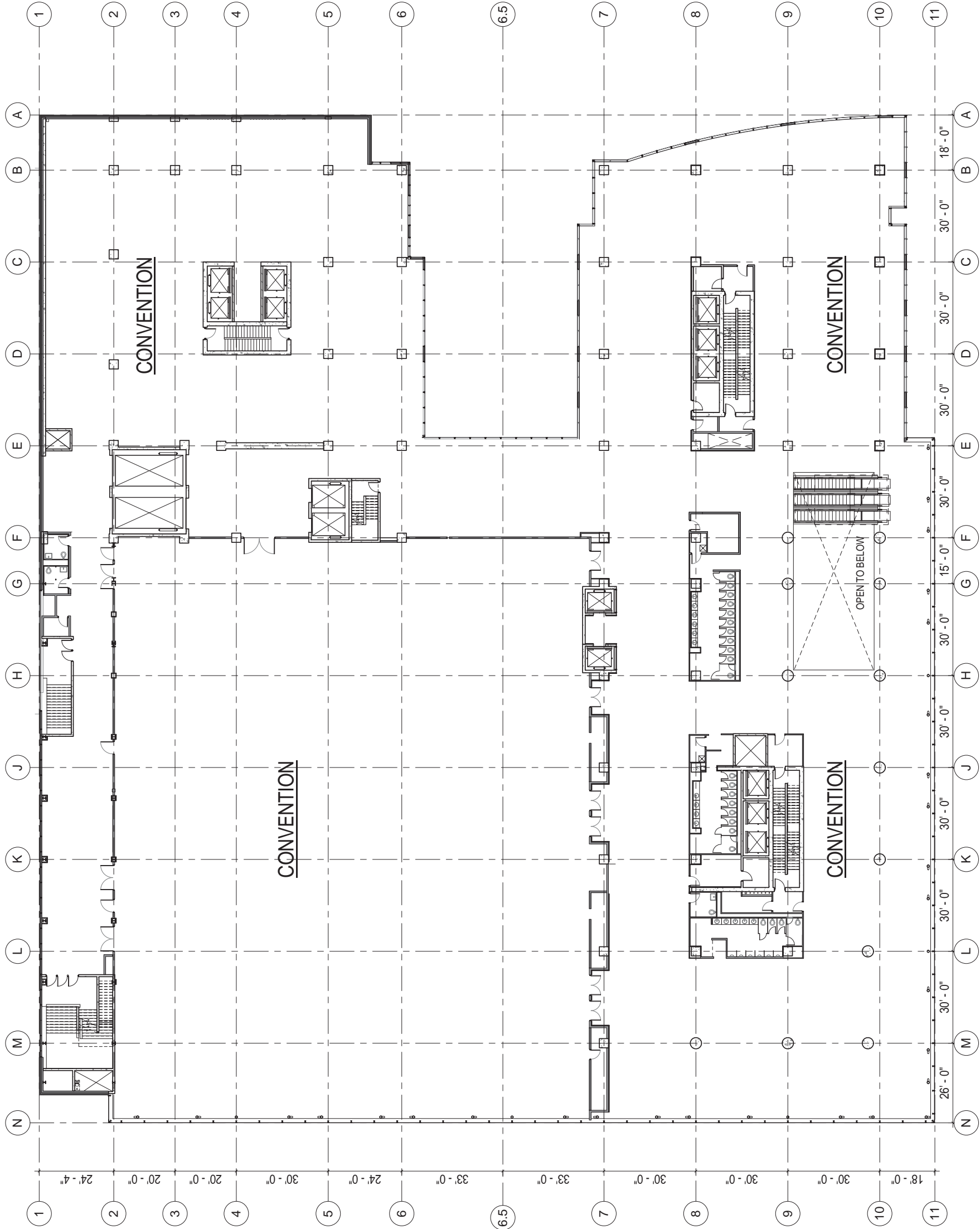
SKA-393

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



NOEL FOWLER ARCHITECT

LEVEL L5

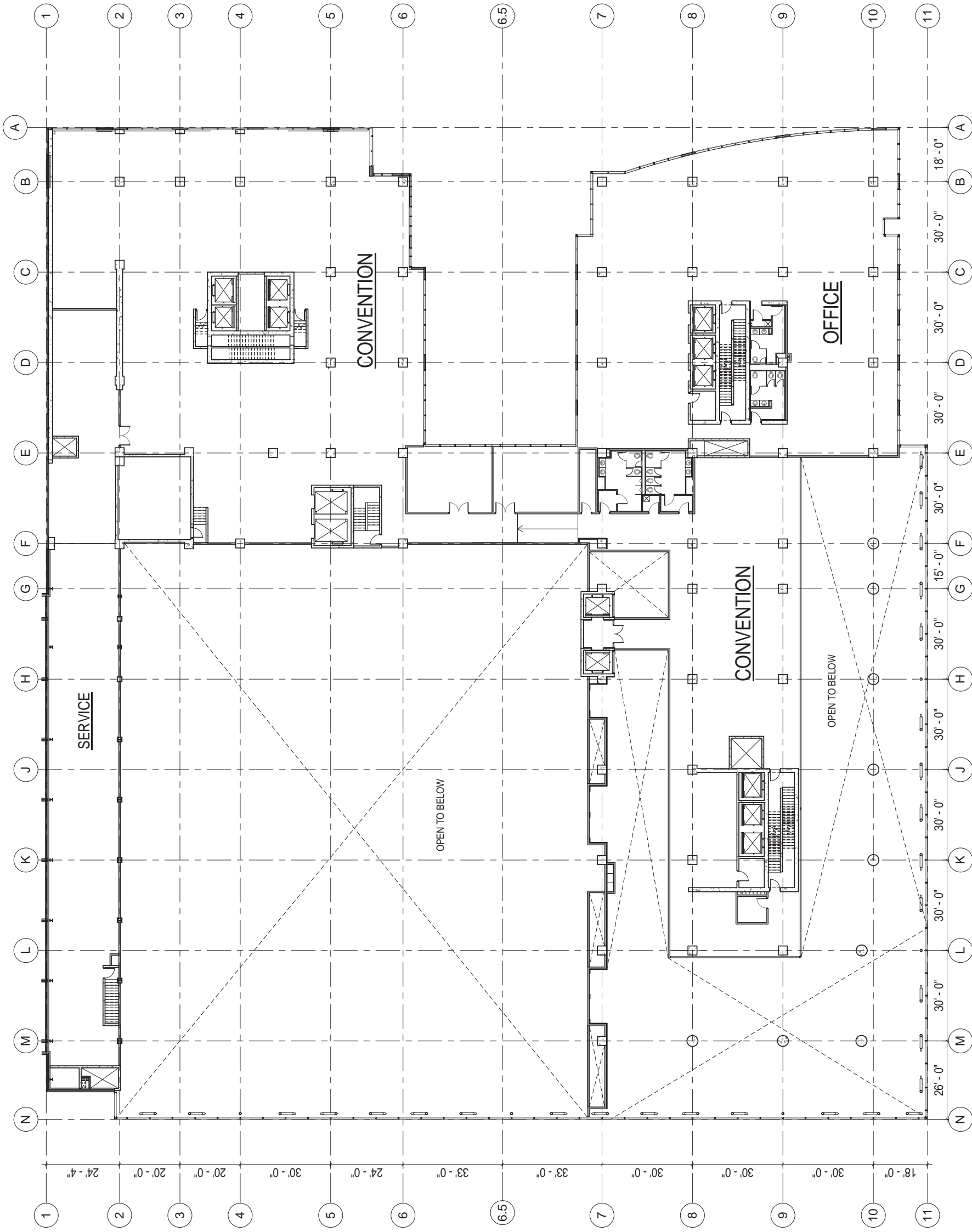
SKA-394

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



NOEL FOWLER ARCHITECT

LEVEL L6

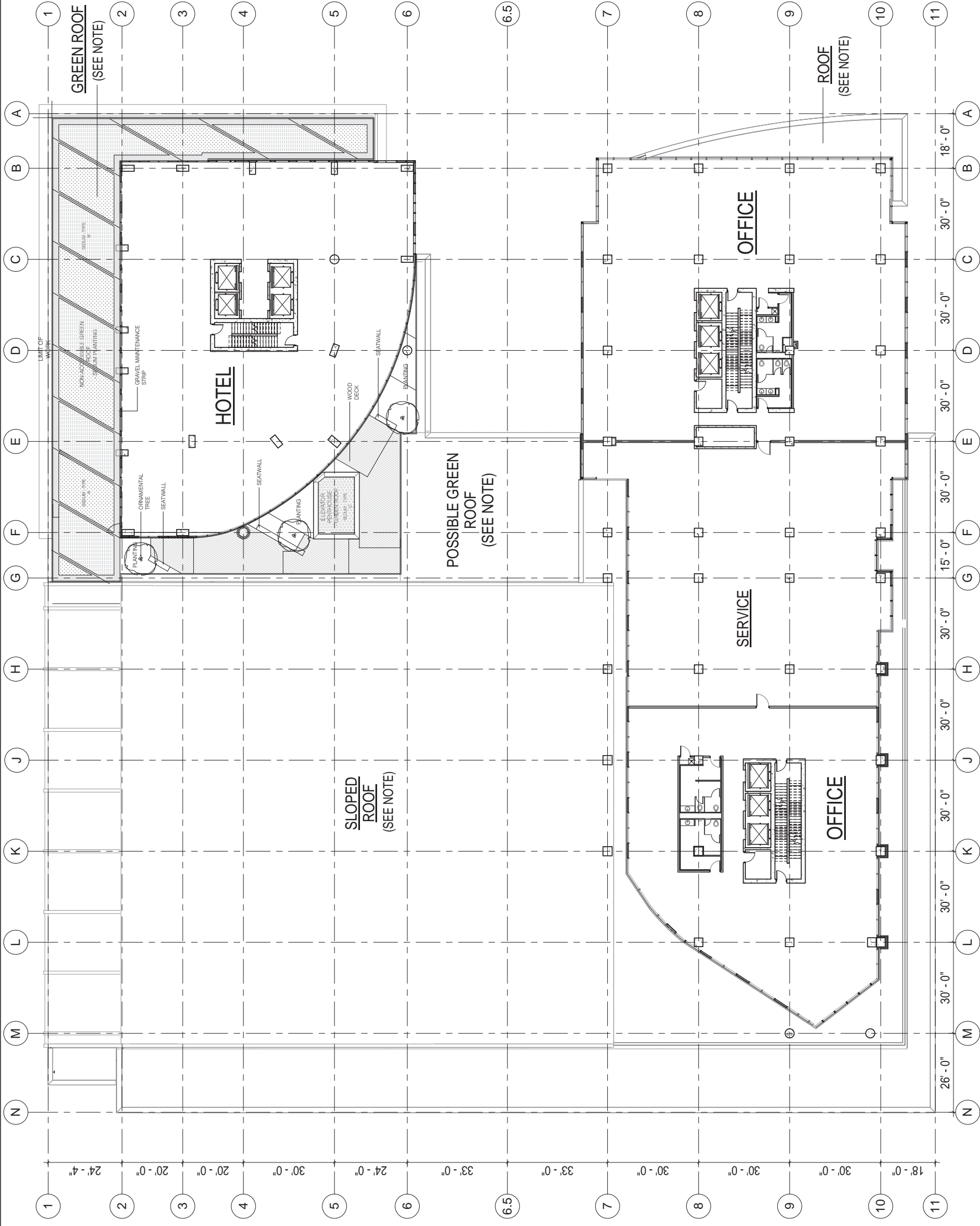
SKA-395

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



NOTE:
 GREEN ROOF - LIVE ROOF VEGETATIVE TRAY SYSTEM OR EQUAL FULLY ATTACHED TO RESIST UPLIFT WHERE REQUIRED
 SLOPED ROOF - LIGHT COLOUR (HIGH ALBEDO) SINGLE PLY PVC ROOF
 ROOF - LIGHT COLOURED (HIGH ALBEDO) 2 PLY MODIFIED BITUMEN ROOF



NOEL FOWLER ARCHITECT

LEVEL L7

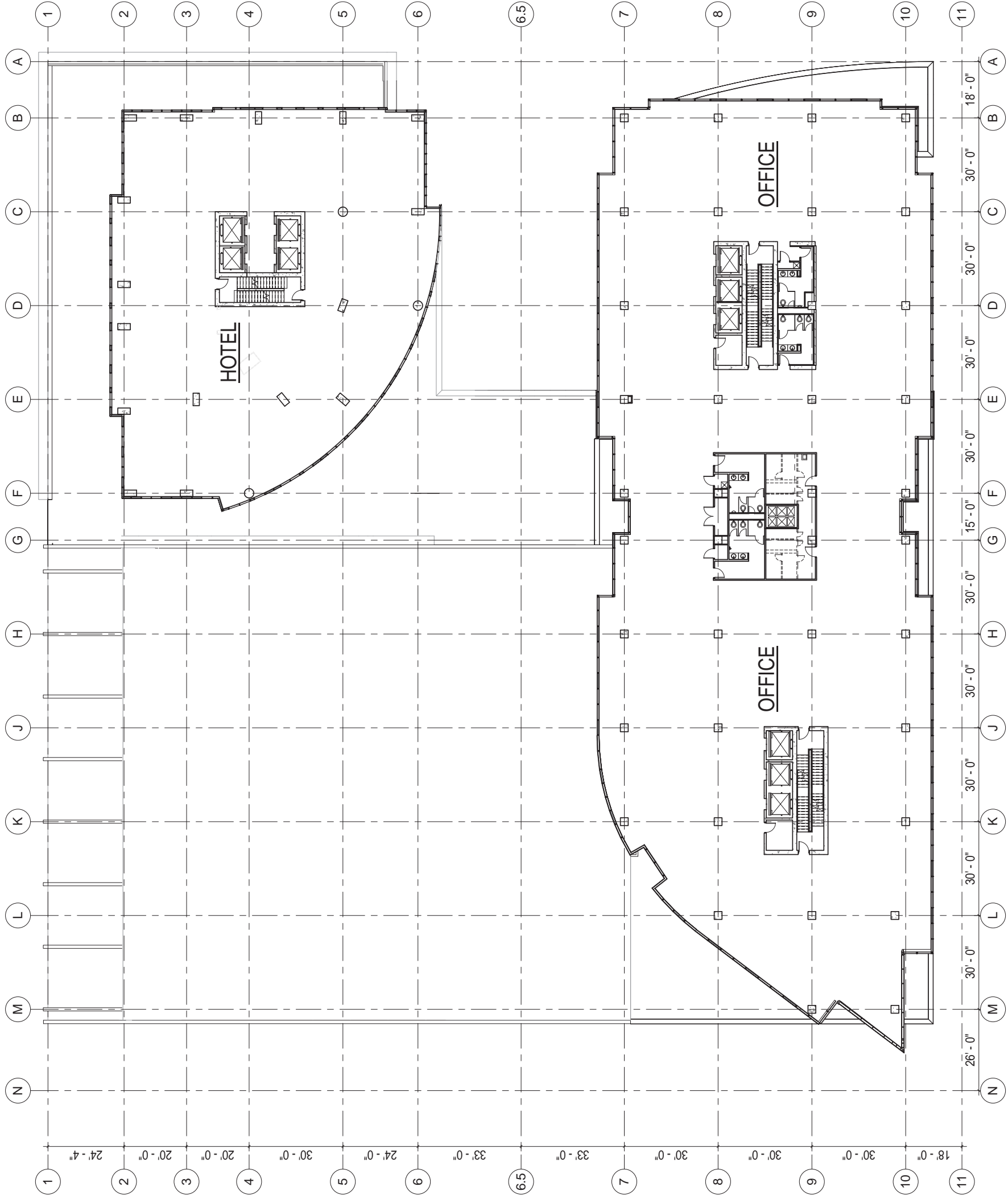
SKA-396

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



NOEL FOWLER ARCHITECT

LEVELS L8 TO L13

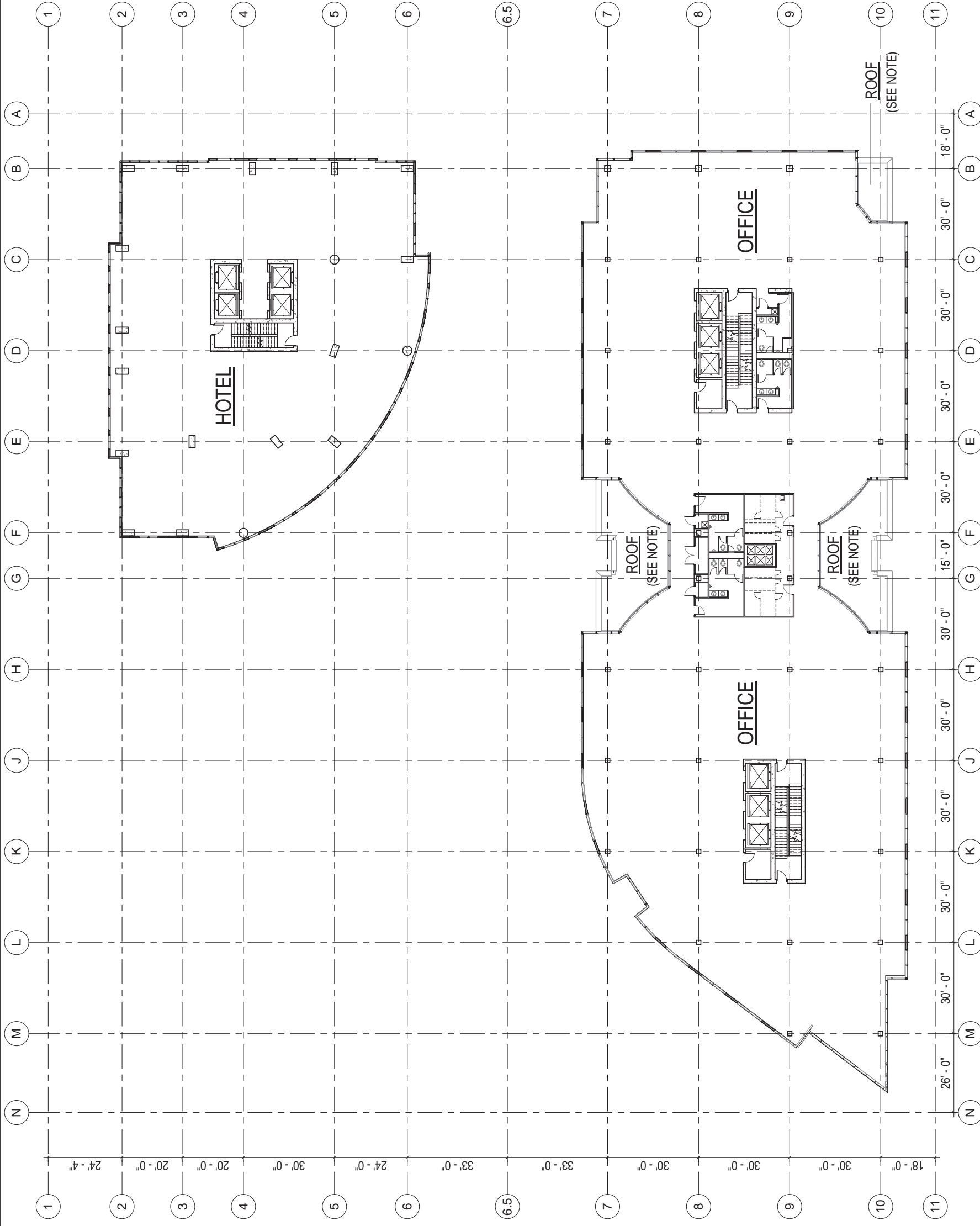
SKA-397

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



NOTE:
 ROOF - LIGHT COLOURED
 (HIGH ALBEDO) 2 PLY
 MODIFIED BITUMEN ROOF



NOEL FOWLER ARCHITECT

LEVEL L14

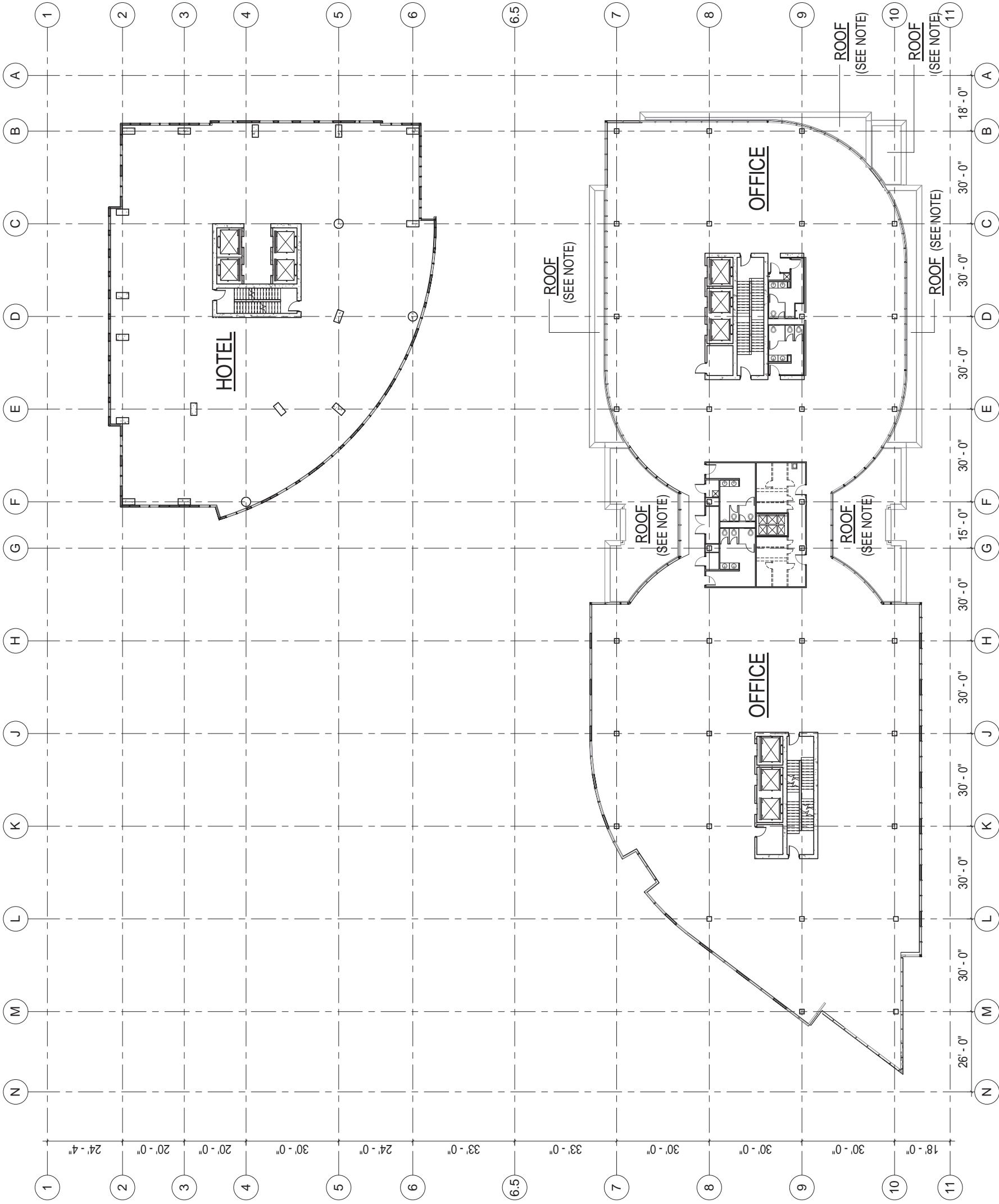
SKA-398

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



NOEL FOWLER ARCHITECT

LEVEL L15

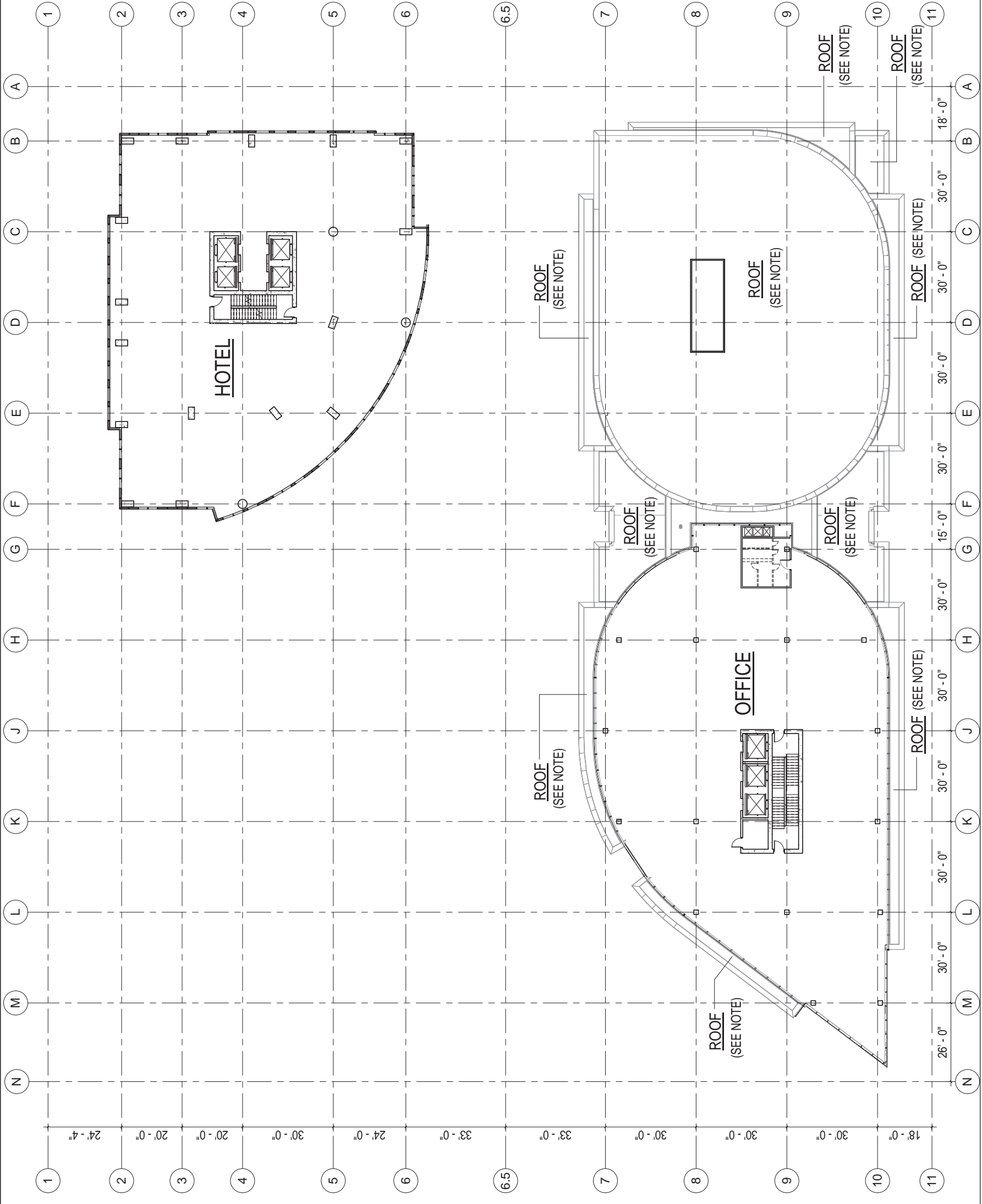
SKA-399

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



NOTE:
 -ROOF - LIGHT COLOURED (HIGH ALBEDO) 2 PLY MODIFIED BITUMEN ROOF
 -ROOF AT SOUTH TOWER (LEVEL ABOVE) TO BE SIMILAR TO THE NORTH TOWER



NOEL FOWLER ARCHITECT

LEVEL L16

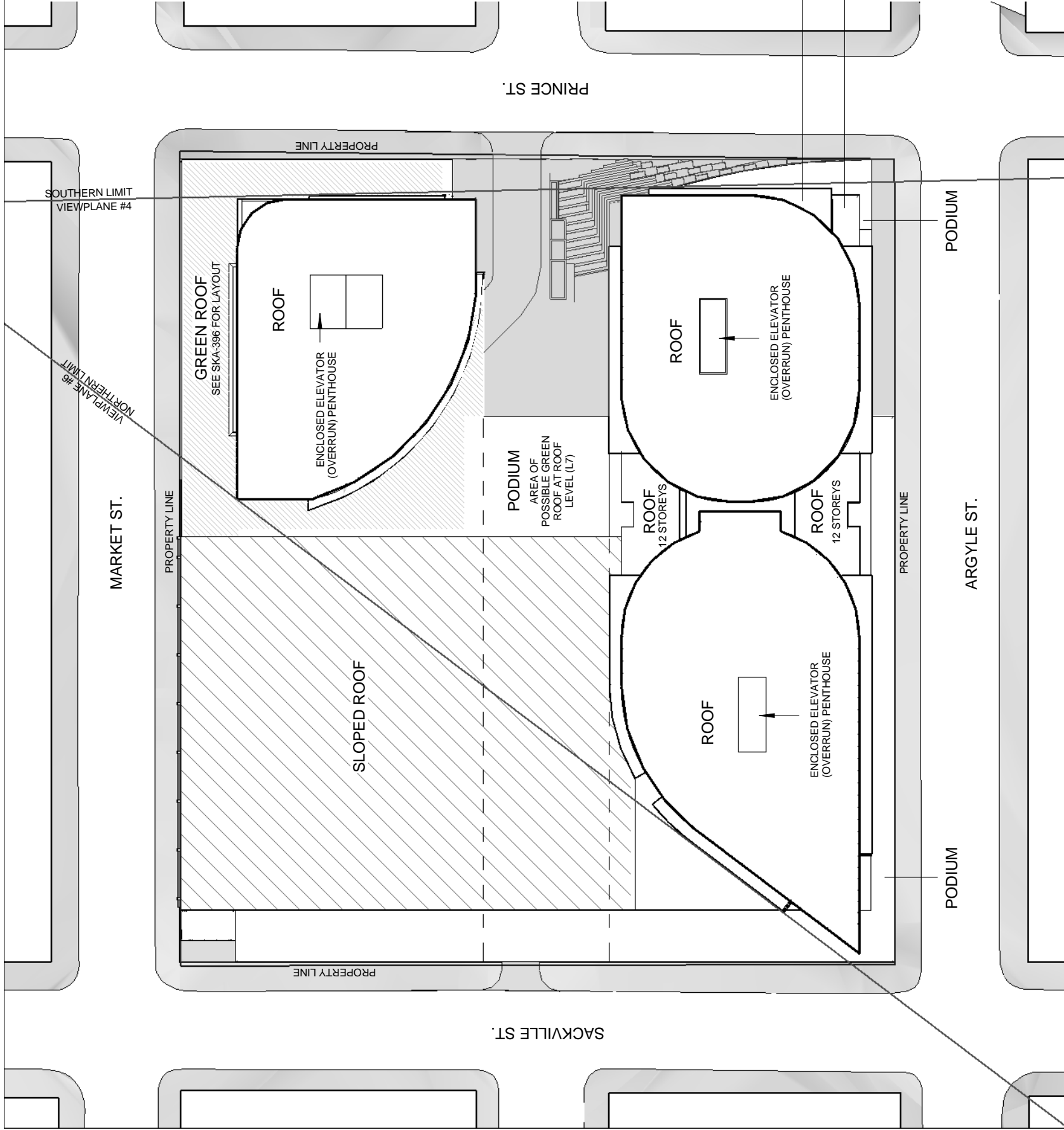
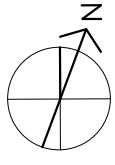
SKA-400

1/16" = 1'-0"

Nova Centre

Halifax, Nova Scotia

June 03, 2014



NOTE:

GREEN ROOF - LIVE ROOF VEGETATIVE TRAY SYSTEM OR EQUAL FULLY ATTACHED TO RESIST UPLIFT WHERE REQUIRED

SLOPED ROOF - LIGHT COLOUR (HIGH ALBEDO) SINGLE PLY PVC ROOF

ROOF - LIGHT COLOURED (HIGH ALBEDO) 2 PLY MODIFIED BITUMEN ROOF

Nova Centre

Halifax, Nova Scotia

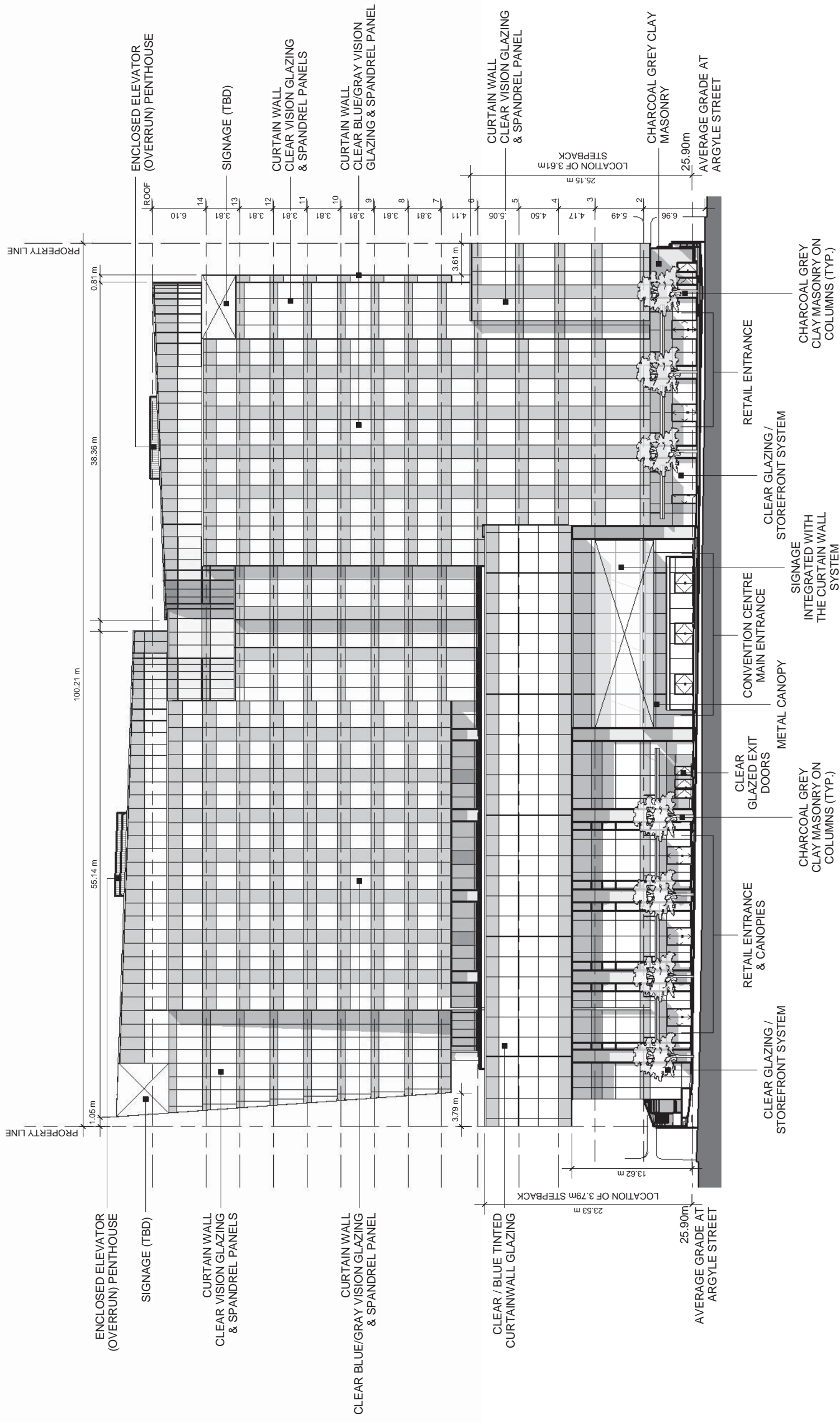
June 03, 2014

ROOF PLAN

SPA-015



NOEL FOWLER ARCHITECT



Nova Centre

Halifax, Nova Scotia

June 03, 2014

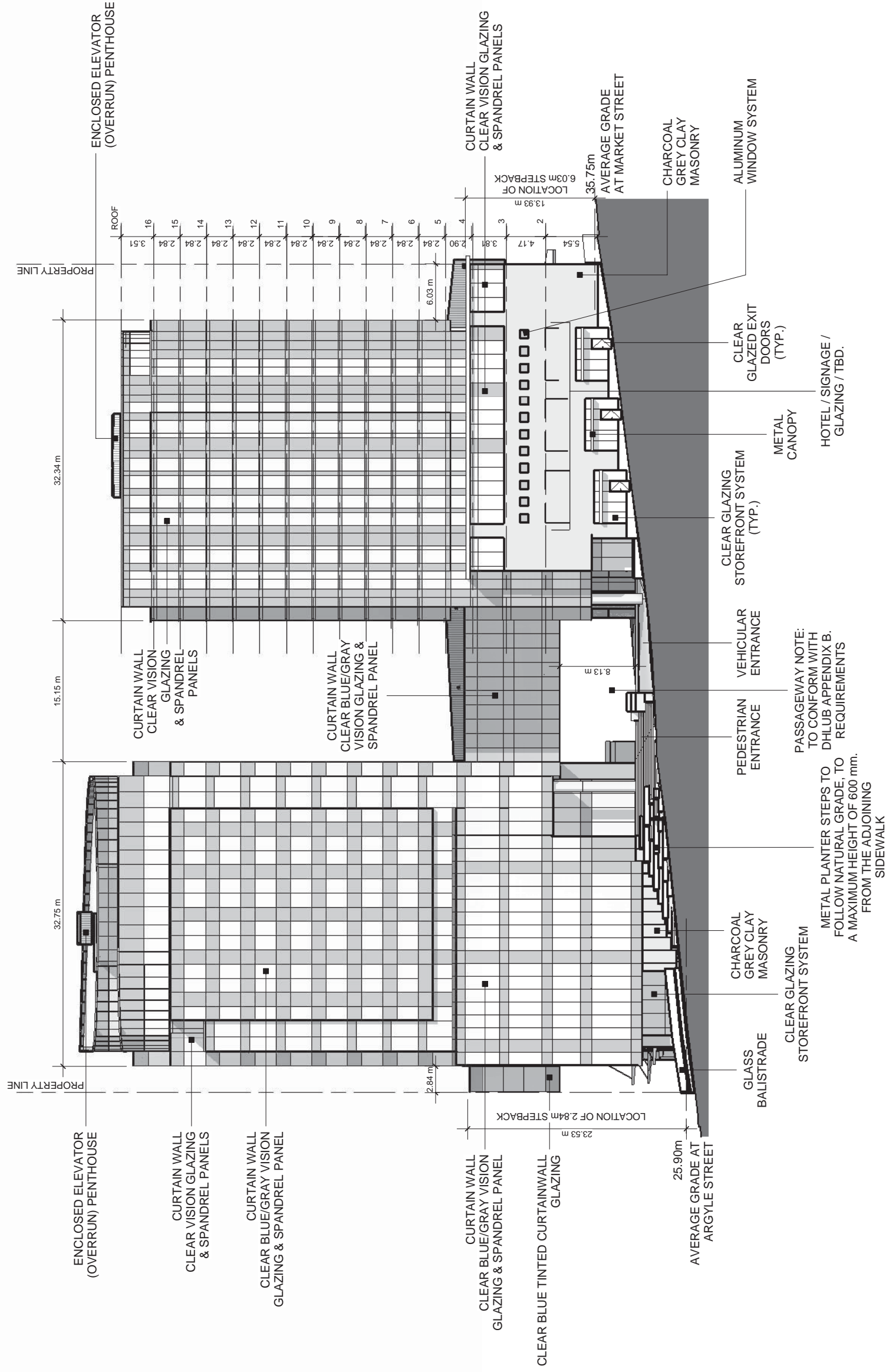
EAST ELEVATION

SPA-003

1:500



NOEL FOWLER ARCHITECT



Nova Centre

Halifax, Nova Scotia

June 03, 2014

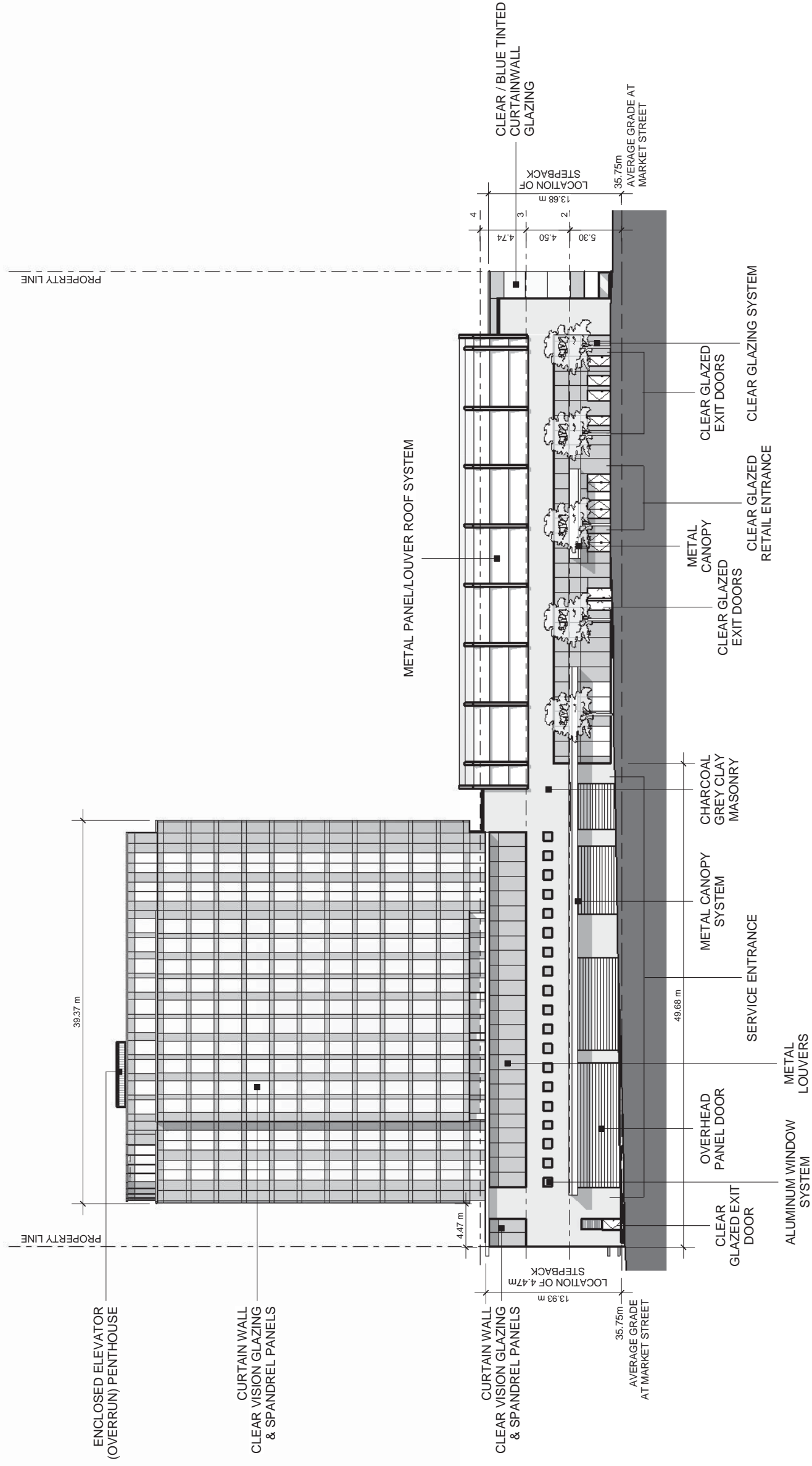
NORTH ELEVATION

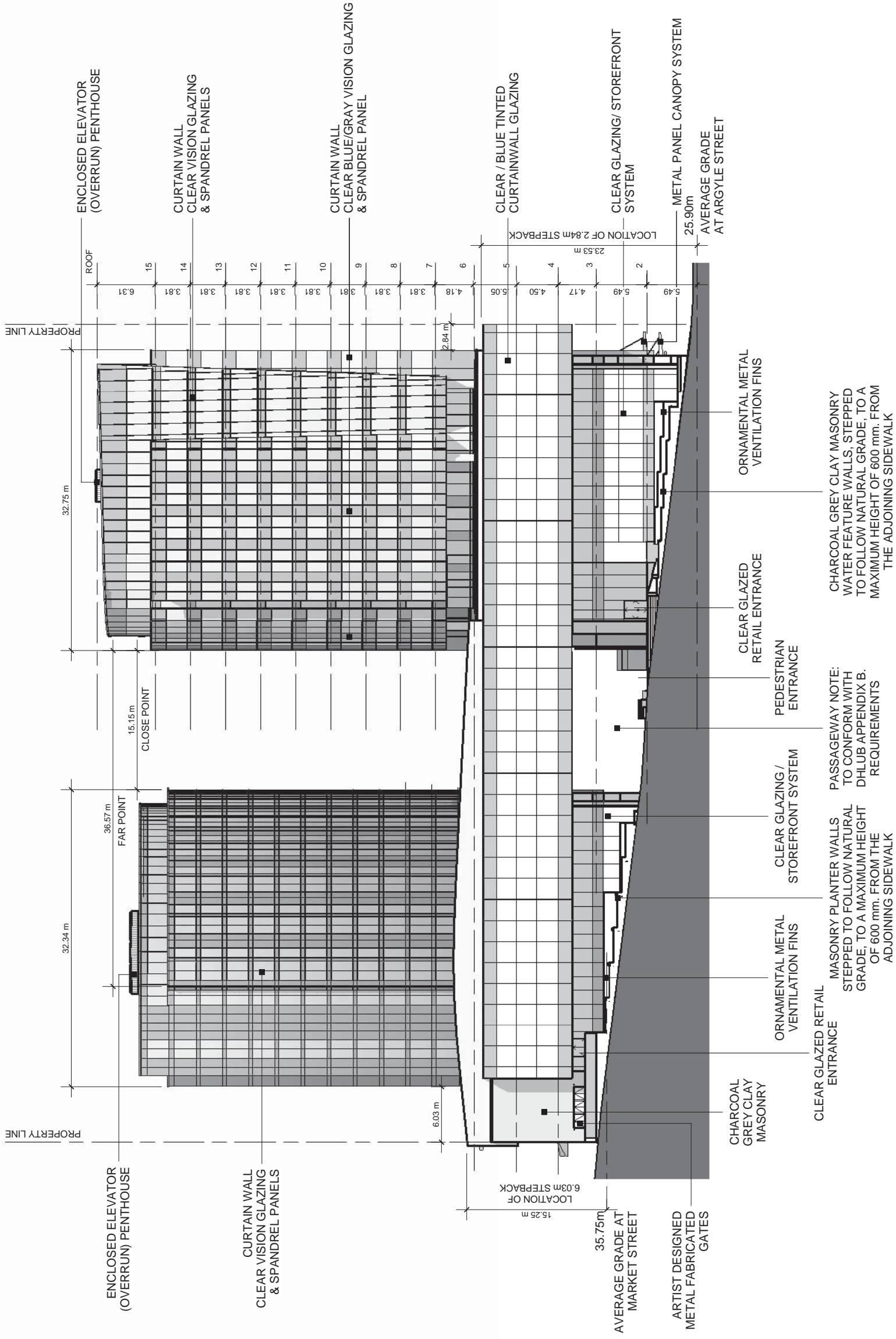
SPA-004

1:500



NOEL FOWLER ARCHITECT





Nova Centre

Halifax, Nova Scotia

June 03, 2014

SOUTH ELEVATION

SPA-006

1:500



NOEL FOWLER ARCHITECT

CHARCOAL GREY CLAY MASONRY WATER FEATURE WALLS, STEPPED TO FOLLOW NATURAL GRADE, TO A MAXIMUM HEIGHT OF 600 mm, FROM THE ADJOINING SIDEWALK

PASSAGEWAY NOTE: TO CONFORM WITH DHLUB APPENDIX B, REQUIREMENTS

MASONRY PLANTER WALLS STEPPED TO FOLLOW NATURAL GRADE, TO A MAXIMUM HEIGHT OF 600 mm, FROM THE ADJOINING SIDEWALK

CLEAR GLAZED RETAIL ENTRANCE

CLEAR GLAZING / STOREFRONT SYSTEM

PEDESTRIAN ENTRANCE

CLEAR GLAZED RETAIL ENTRANCE

ORNAMENTAL METAL VENTILATION FINS

METAL PANEL CANOPY SYSTEM AVERAGE GRADE AT ARGYLE STREET

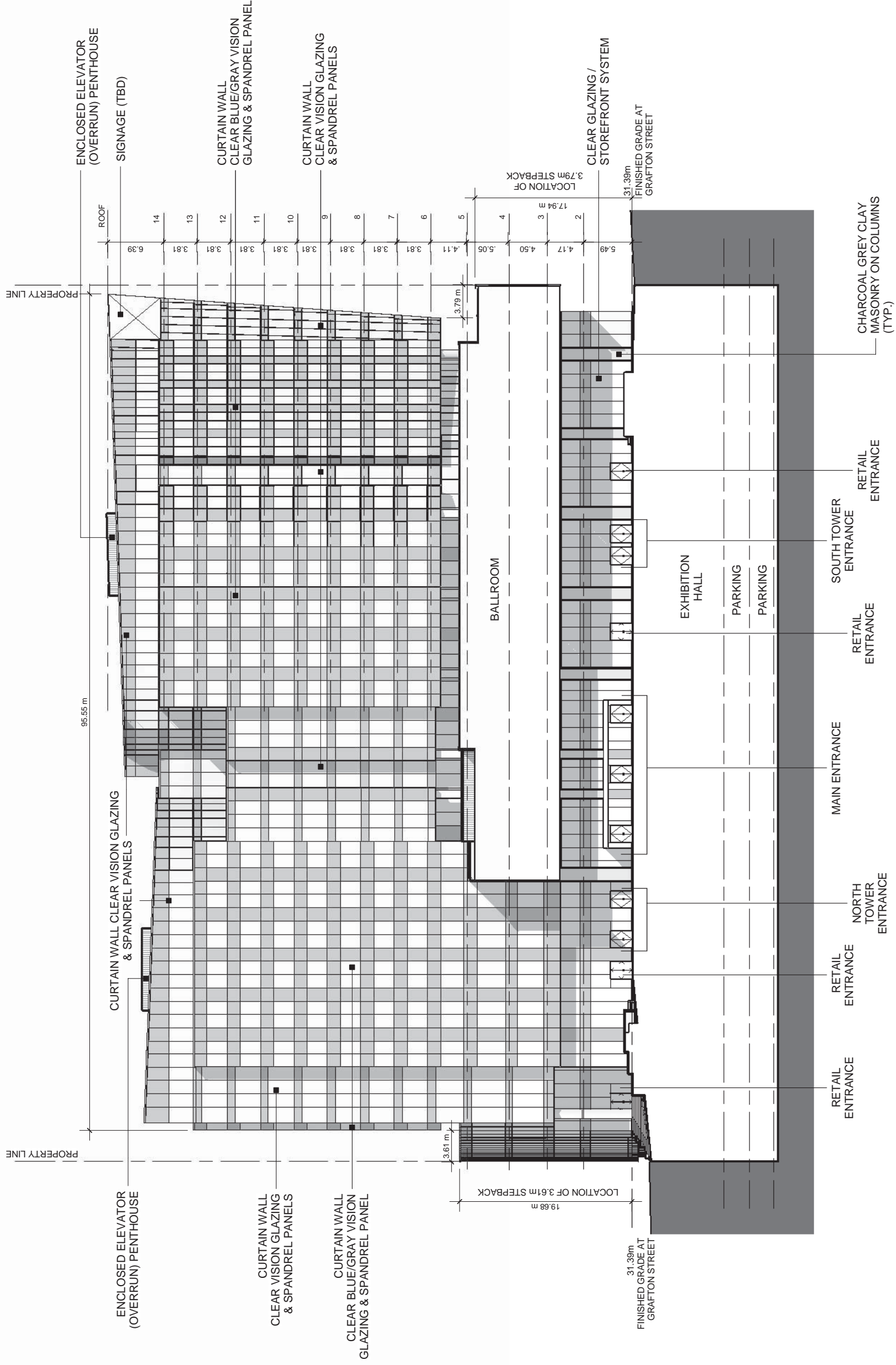
CLEAR GLAZING / STOREFRONT SYSTEM

CLEAR / BLUE TINTED CURTAINWALL GLAZING

CURTAIN WALL CLEAR BLUE/GRAY VISION GLAZING & SPANDREL PANEL

CURTAIN WALL CLEAR VISION GLAZING & SPANDREL PANELS

ENCLOSED ELEVATOR (OVERRUN) PENTHOUSE



Nova Centre

Halifax, Nova Scotia

June 03, 2014

GRAFTON STREET. EAST ELEVATION

SPA-007

1:500



NOEL FOWLER ARCHITECT



NOEL FOWLER ARCHITECT

GRAFTON STREET. WEST ELEVATION

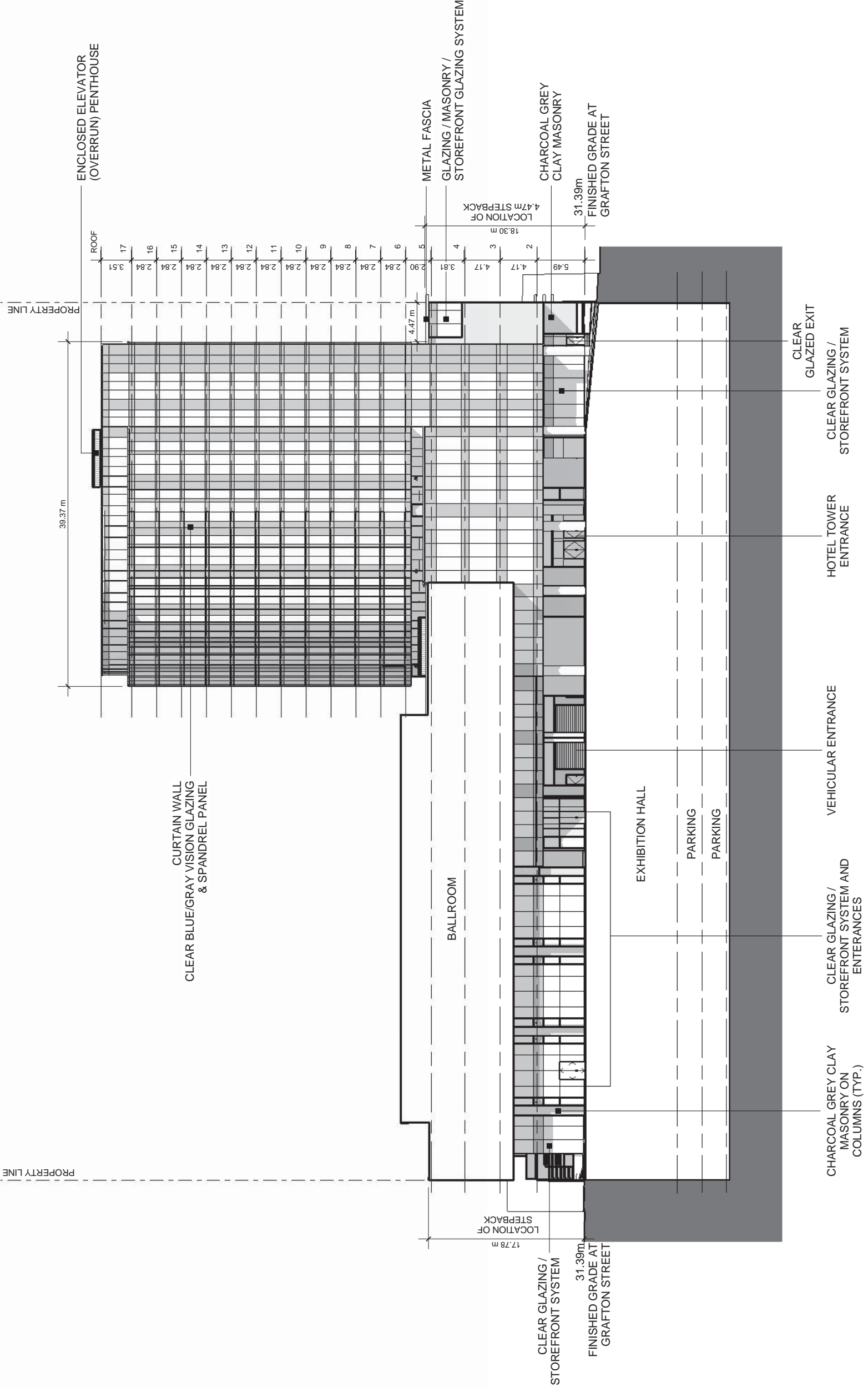
SPA-008

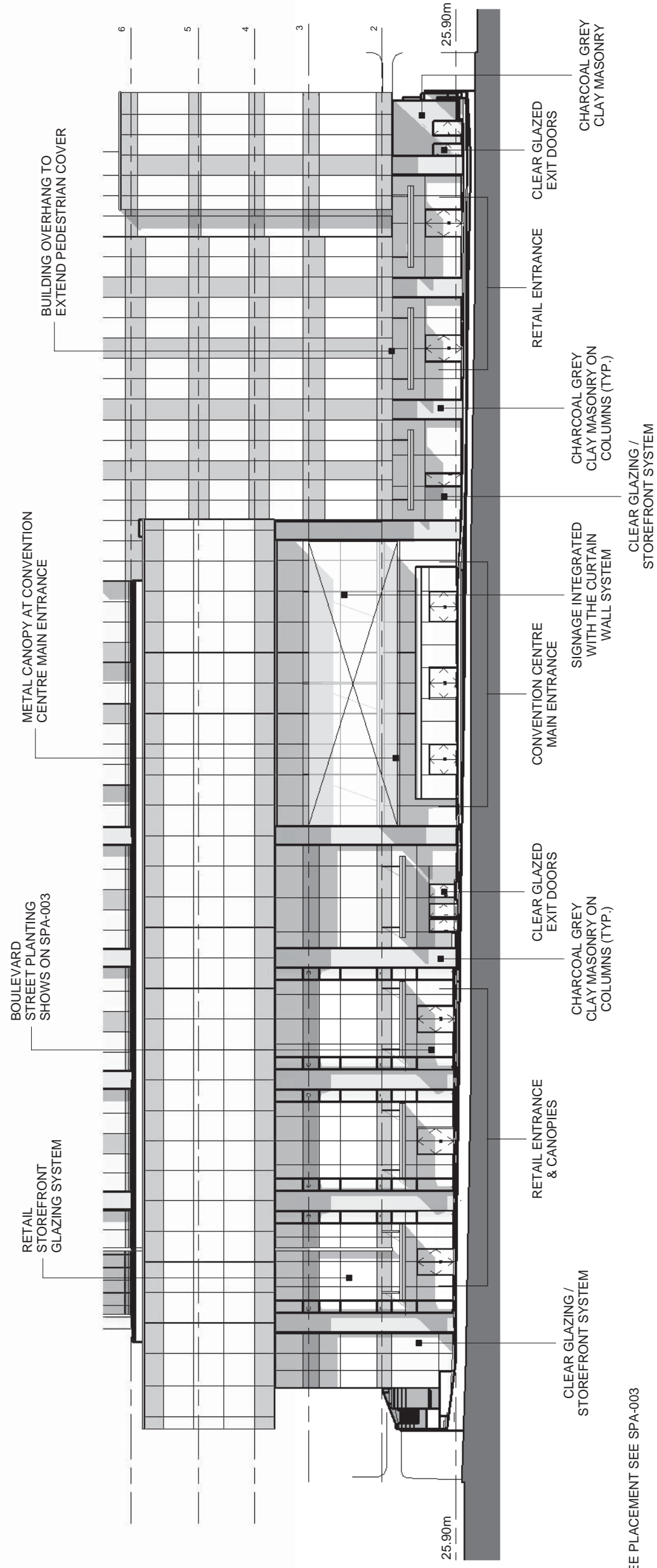
1:500

Nova Centre

Halifax, Nova Scotia

June 03, 2014





FOR TREE PLACEMENT SEE SPA-003

Nova Centre

Halifax, Nova Scotia

June 03, 2014

PODIUM EAST ELEVATION

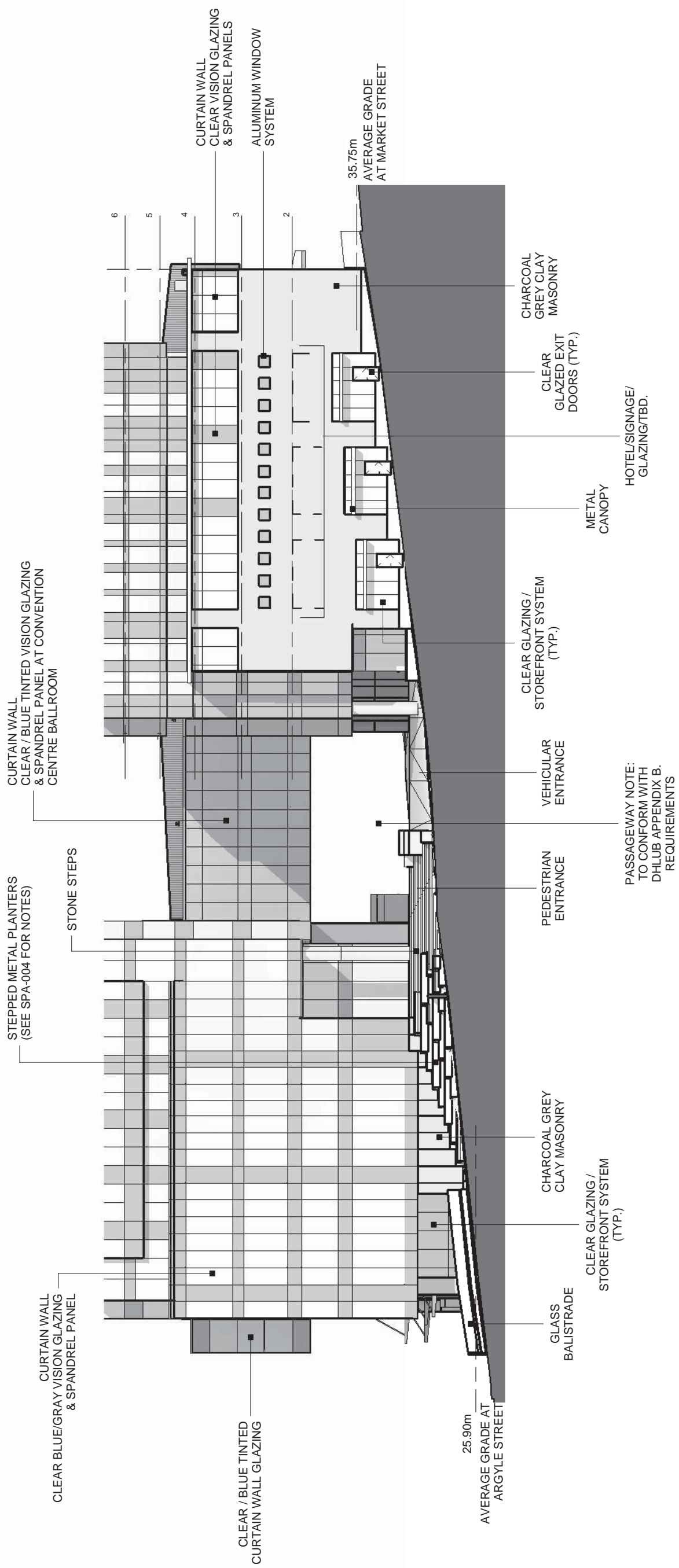
SPA-003a

1:500



NOEL FOWLER ARCHITECT





Nova Centre

Halifax, Nova Scotia

June 03, 2014

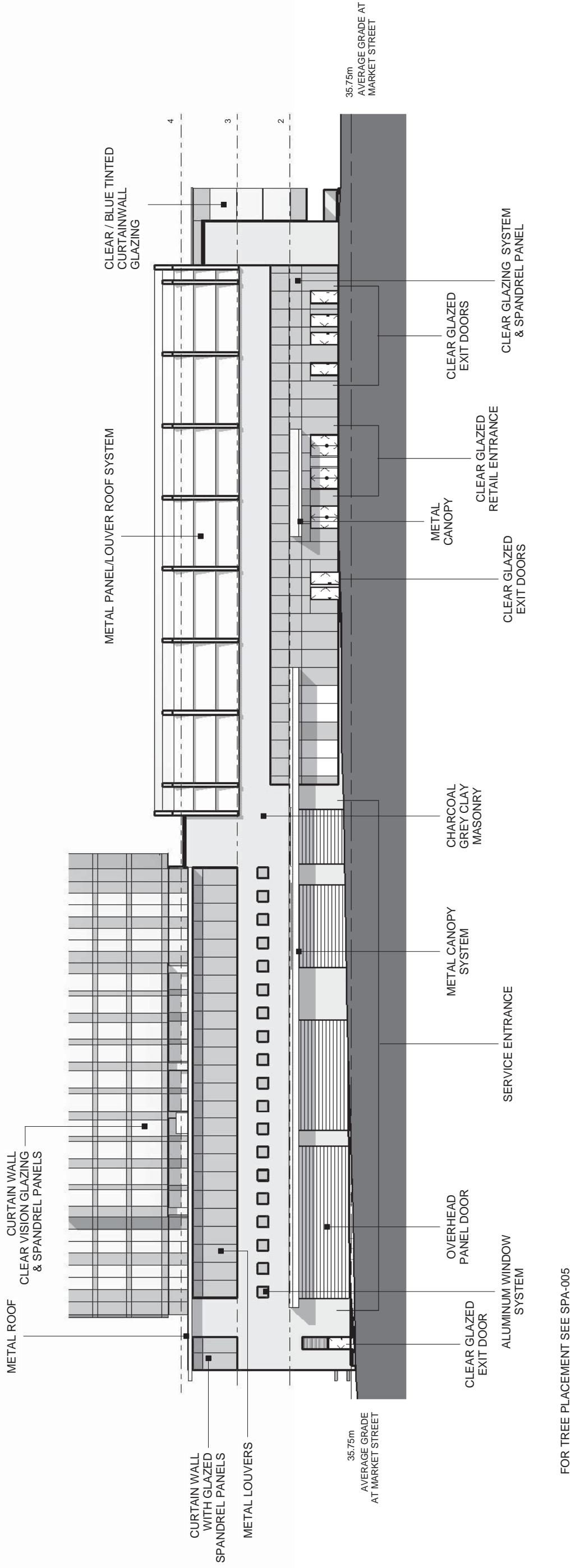
PODIUM NORTH ELEVATION

SPA-004a

1:500



NOEL FOWLER ARCHITECT



Nova Centre

Halifax, Nova Scotia

June 03, 2014

PODIUM WEST ELEVATION

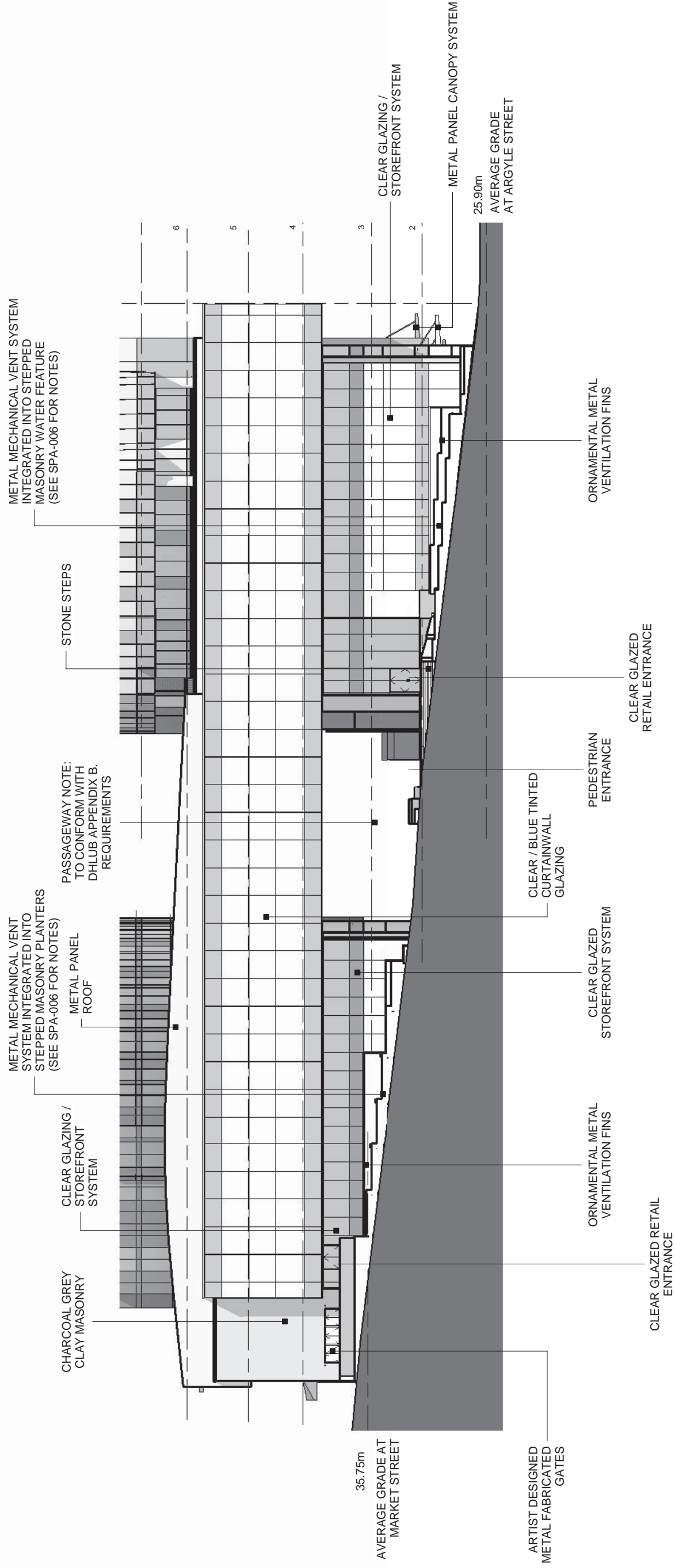
SPA-005a

1:500



NOEL FOWLER ARCHITECT





PODIUM SOUTH ELEVATION

SPA-006a

1:500



NOEL FOWLER ARCHITECT

Attachment C
Design Review Committee Conditions for the 2014 Site Plan Approval

EXTRACT OF THE DRAFT MINUTES OF THE DESIGN REVIEW COMMITTEE HELD ON THURSDAY, JUNE 12, 2014

7.1 Case 19322: Substantive Site Plan Approval –Nova Centre, Halifax (Previously before the Committee on October 10, 2013)

MOVED by Mr. Fillmore, seconded by Mr. Lemoine that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for the mixed-use development for the Nova Centre (lands bounded by Argyle, Prince, Market, and Sackville Streets), Halifax, as shown on Attachment A, of the June 6, 2014 staff report;
2. Accept the findings of the quantitative wind impact assessment found in Attachment D;

With the following conditions:

- 1) That trees shown on plans and elevations, other than L-100 of Attachment A, not be included for substantive site plan approval.
- 2) That on drawings SPA -005 and SPA - 005 of Attachment A;
 - a) the reference to 'metal louver' above the loading bays be replaced by curtain wall with glazed spandrel panels, and
 - b) the overhead panel doors be identified as a translucent material.
- 3) That drawing SKA-393 of Attachment A be corrected to represent the doors and windows shown in drawings SPA 005 and SPA 005aof Attachment A.
- 4) That drawing SKA-391 of Attachment A be corrected to represent the canopies shown on drawings SPA-003 and SPA-003aof Attachment A.
- 5) That planters and water feature enclosures along Prince and Sackville Street be designed to allow for seating.
- 6) That drawing SKA-396 of Attachment A be corrected to represent that the roof area to the south of the Argyle Street tower, between section 7 and 10, be identified as 'Possible Green Roof'.
- 7) That drawing L-100of Attachment A include a provision that the water feature along Sackville Street contain seasonal landscaping
- 8) That information and conclusions contained in attachment D, the Wind Study, be confirmed by the Development Officer.
- 9) That the area between the sidewalk and the building on L-100of Attachment Abe comprised of a mixture of high quality surface materials, including pavers and plant materials.

MOTION PUT AND PASSED



ARGYLE DEVELOPMENTS inc.

July 18, 2016

Richard Harvey
Halifax Regional Municipality

Re: Case 20650 Nova Centre Site Plan Approvals Amendment Application

Dear Mr. Harvey,

Further to your request for additional information in support of our Site Plan Approval Amendment Application for the Nova Center we are providing the following.

As you know, the Nova Center is currently under construction. For reasons outlined below, a number of modifications to the approved design under Case 19322 have become necessary. Outside the introduction of brick at the hotel tower, the requested modifications for the most part are in response to the convention center programming, and their approval is essential to the progress of construction. When considering the enclosed amendments, we hope that both Staff and DRC members continue to take into account the size and complexity of this building including the nature of its multiple public and private land uses which require specialised building systems with considerable amounts of utility requirements. Furthermore, we believe that the requested changes are consistent with the initial Nova Center Design Rationale.

Our request for approval by the Design Review Committee is for the following modifications:

1. Addition of brick surrounds at the north and west elevations of the hotel tower:
The intention here is twofold; to distinguish the hotel tower from the office towers and emphasize the heritage of Halifax through the use of 'punched' windows and masonry. As well as to have the building conform with its surrounding and the view from the Citadel.
2. The corner detail at the southwest and northeast corners of the hotel tower has been modified:
This achieves better integration of the tower's rectilinear square and

curvilinear geometry.

3. The arrangement of glazing and spandrel panels at the hotel elevations has been modified to agree with modifications in the hotel floor plan.
4. Addition of two overhead doors at Market Street:
The length of the overhead doors has not changed. This modification is in response to a security concern by the Convention Centre. The addition of these doors provides both the hotel and the Convention Centre the ability to operate their shipping and receiving functions independently.
5. Change in overhead door material:
The overhead doors were intended to be provided with translucent panels. Due to the large size of the doors, translucent panels were structurally not viable. In addition, the Convention Centre did not support the use of translucent panels for security reasons. In an attempt to animate the streetscape, we are committing to using these doors as a "canvas" for public art.
6. Modifications to canopies on Market Street elevations:
The Market Street canopies were modified in response to modifications made to the overhead doors.
7. Delete decorative 'punched' windows from north and west elevations:
This modification was made as a result of changes to the Convention Centre programming which increased the output of food service, and in turn substantially increased the size of the kitchen.
8. Addition of louvers at the corner of Sackville and Market:
Additional louvers are required to service the increase in the size of air handling equipment.
9. Atrium entry on Grafton Plaza has been enlarged to accommodate a revised vestibule.
10. Building directory with granite plinth has been added to the Grafton Plaza.
11. The soffit on Grafton Plaza has been modified to accommodate recessed lighting.
12. The curtain-wall at Grafton Plaza, north elevation, has been modified to accommodate plan changes.
13. Glazing at the west elevations of the hotel podium has been modified to accommodate additional louvers. Aluminum "fins" have been incorporated to

unify the additional louvers and glazing. This modification responds to a change in the Convention Centre programming which increased the anticipated air handling demand.

Contemplated Height Variance:

At your suggestion, and if the Design Review Committee deems it necessary, we are requesting approval of a variance to allow the mechanical equipment on the podium roof adjacent to Market Street to exceed 22 metres in height above average grade. The increase in the height of mechanical equipment and louvers at the south end of Market responds to a change in the Convention Centre programming which substantially increased the anticipated air handling demand. Satisfying this demand required an increase in the size of air handling equipment.

We seek this variance as a matter of expediency to forestall further delays to the project and in order to obtain the necessary building permits. We note, however, our position that the mechanical equipment does not form part of the podium roof and so complies with Section 7 (15 A) and Appendix B of the Land Use Bylaw. We are therefore reserving all rights in regard to this component of the project.

In addition to the above, we note the following clarifications in response to your July 8th email:

- the maximum heights of all the mechanical features and the roof along Market Street have been provided on Plan SPA-001;
- the height of the elevator enclosure next to the curved portion of the hotel has been added to Plan SPA-001;
- We confirm that the awnings along Argyle Street remain part of the design as approved under Case # 19322 – Substantive Site Plan Approval – Attachment A dated June 3, 2014;
- The rooftop of the towers is proposed as 2 Ply Modified Bitumen Roof (High Albedo) as identified on Plan SPA-015;
- Plan SPA-004 has been modified showing the clear glazing storefront system (TYP) applying to all three areas of the plan.

We trust that the above is satisfactory, and we look forward to a special Design Review Committee meeting to address these requested changes.

Yours truly,

Original Signed

 Joseph Ramia

NOVA CENTRE

DESIGN RATIONALE FOR PROPOSED AMENDMENTS TO THE SITE PLAN APPROVAL MAY 2, 2016

Nova Centre is currently under construction in accordance with the requirements set out in the existing Site Plan Approval and Building Permit. For reasons outlined below, a number of modifications to the approved design have become necessary. These need to be considered and approved by HRM's Development Officer and the Design Review Committee.

The proposed modifications to the Site Plan Approval are as follows:

1. Addition of brick surrounds at the north and west elevations of the hotel tower.
The intention here is twofold. To distinguish the hotel tower from the office towers and to recall the heritage of Halifax through the use of `punched` windows and masonry.
2. The corner detail at the southwest and northeast corners of the hotel tower has been modified.
This achieves a better integration of the tower's rectilinear square and curvilinear geometry.
3. The arrangement of glazing and spandrel panels at the hotel elevations has been modified to agree with modifications in the hotel floor plan.
4. Addition of two overhead doors at Market Street.
This modification is in response to a security concern. The addition of these doors provides both the hotel and the convention centre the ability to operate their shipping and receiving functions independently.
5. Change in overhead door material.
The overhead doors were intended to be provided with translucent panels. Due to the large size of the doors, translucent panels were not available. Additionally, the convention centre did not support the use of translucent panels for security reasons. The developer has committed to using these doors as a "canvas" for public art.
6. Modifications to canopies on Market Street elevations.
The Market Street canopies were modified in response to modifications made to the overhead doors.
7. Delete decorative `punched` windows from north and west elevations.
This modification was made at the request of the hotel operator who intends to use the north elevation area for signage. The west elevation was modified for consistency.
8. Increase height of mechanical equipment and louvers at the south end of Market Street.

Attachment D - Applicant's Supporting Information

This modification responds to a change in the convention centre program which increased the anticipated air handling demand. Satisfying this demand required an increase in the size of air handling equipment.

9. Addition of louver at corner of Sackville and Market.
Louver is required to service increase in the size of air handling equipment.
10. Atrium entry on Grafton Plaza has been enlarged to accommodate a revised vestibule.
11. Building directory with granite plinth has been added to Grafton Plaza.
12. The soffit on Grafton Plaza has been modified to accommodate recessed lighting.
13. The curtain wall at Grafton Plaza, north elevation, has been modified to accommodate plan changes.
14. Glazing at the west elevations of the hotel podium has been modified to accommodate additional louvers. Aluminum "fins" have been incorporated to unify the additional louvers and glazing.
This modification responds to a change in the convention centre program which increased the anticipated air handling demand.

Attachment D - Applicant's Supporting Information



**Transportation and
Infrastructure Renewal
Major Infrastructure Projects**

Johnston Building
2nd Floor
1672 Granville Street
PO Box 186
Halifax, NS B3J 2N2

*Bus: 902.424-2756
Email: john.oconnor@novascotia.ca*

March 21, 2016

Mr. Murray Tate
Argyle Developments Inc.
7071 Bayer's Road, Suite 4007
Halifax, Nova Scotia B3L 2C2

Dear Mr. Tate,

RE: HCC Market Street receiving area

As you know, the Province of Nova Scotia has been working in close consultation with Argyle Developments to develop the design of the new Halifax Convention Centre. During the course of design development the Province requested Argyle separate the Convention Centre loading dock space from the hotel loading dock area.

The primary requirements communicated to Argyle by the Province for the Convention Centre loading dock receiving area are listed below.

It is required that the HCC loading dock receiving area has:

- A secure perimeter
- Privacy from the exterior
- Ease of maintenance and serviceability
- The ability to accommodate delivery vehicles inside the facility with doors closed

Please contact me if you require further discussion.

Yours truly,

Original Signed

 John O'Connor, P.Eng.
Executive Director, Major Infrastructure Projects

M a r i t i m e

50 Thornhill Drive, Unit 6, Dartmouth, NS B3B 1S1

Tel: 902.425.2623 Fax: 902.425.1526

March 21, 2016

Noel Fowler Architect
7071 Bayers Road Suite 4007
Halifax, NS B3L 2C2

Dear Noel,

As you are aware Maritime Dock & Door Limited was engaged to provide design assistance to your design team. To provide the best advice we reviewed the operational requirements of the Province and the City's preference to have translucent doors. We worked in consultation with the design team to select the best product. The operational requirements were understood as follows:

1. Secure building
2. Privacy
3. Ease of maintenance

After careful consideration and extensive discussion with our supplier network we concluded that the best approach was to utilize rolling coil steel doors. By selecting this product, Argyle Developments will satisfy all technical requirements as noted above.

As we were considering the options with translucent glass we found that the drawbacks against the operational requirements were too severe and would pose too great a risk to the smooth operation of Halifax's new Convention Centre. Additionally, because of the deflection expected in the larger overhead doors, the use of translucent glass was not feasible.

We trust this letter explains how we reached this conclusion.

Best regards,



Blu Vandaalen

Maritime Dock & Door Limited

LEADERS IN DOCK LEVELERS, VEHICLE RESTRAINTS AND INDUSTRIAL DOOR SOLUTIONS

www.maritimedockanddoor.com





Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
<i>Note: Several Design Manual conditions, identified in strikeout, do not apply to the Nova Centre.</i>			
2	Downtown Precinct Guidelines (refer to Map 2 for Precinct Boundaries)		
2.6	Precinct 6: Upper Central Downtown		
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.	Partial	The podium area around the Market Street Tower is comprised of rooftop landscaping. Other lower rooftop areas are largely comprised of sloped roofs. The introduction of the rooftop mechanical equipment area is not ideal, but may be a necessary utilitarian feature of the building.
2.6c	Encourage the historic downtown grid to be reinstated over the Metro Centre as redevelopment occurs.	N/A	
2.6d	Development must appropriately frame Citadel Hill through the provision of consistent, animated streetwalls of superior quality and design.	Partial	Changes to the streetwalls are proposed through this application. Some changes, including the removal of windows and the introduction of solid metal loading bay doors are viewed as being negative features.
2.6e	Improve public amenity along Brunswick Street and provide small areas of formal open space on the Citadel side of Brunswick Street as opportunities for views to the Harbour along east-west streets.	N/A	
2.6f	Require that vacant sites be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experience.	Yes	
2.6g	Prohibit new surface parking lots of any kind.	Yes	
2.6h	Pedestrian activity and retail commerce shall be encouraged by	Yes	

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
	the protection of sidewalks from weather through the use of canopies and awnings.		
2.6i	East-west streets shall provide views between the Citadel and the Harbour.	Yes	
2.6j	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.	N/A	
2.6k	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Yes	
2.6l	The Argyle Street and Blower 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.		
2.6m	As roofscapes are highly visible from the Citadel in this precinct, they shall be well-designed, carrying the architectural language of the building onto the roof. Flat roofs are required to be landscaped, with living green roofs given strong preference.	Partial	The podium area around the Market Street Tower is comprised of rooftop landscaping. Other lower rooftop areas are largely comprised of sloped roofs. The introduction of the rooftop mechanical equipment area is not ideal, but may be a necessary utilitarian feature of the building.
2.11	Publically Sponsored Convention Centre (<i>refers to exemptions to certain provisions of the Manual</i>)		
3	General Design Guidelines		
3.1	The Streetwall		
3.1.1	Pedestrian-Oriented Commercial On certain downtown streets pedestrian-oriented commercial uses are required to ensure a critical mass of activities that engage and animate the sidewalk These streets will be defined by streetwalls with continuous retail uses and are shown on Map 3 of the Land Use By-law. All retail frontages should be encouraged to reinforce the 'main street' qualities associated with the historic downtown, including:		
3.1.1a	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	N/A	

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	N/A	
3.1.1c	Frequent entries.	N/A	
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.	N/A	
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	N/A	
3.1.1f	Where non-commercial uses are proposed at grade in those areas where permitted, they should be designed such that future conversion to retail or commercial uses is possible.	N/A	
3.1.2	Streetwall Setback (refer to Map 6)		
3.1.2a	Minimal to no Setback (0-1.5m): Corresponds to the traditional retail streets and business core of the downtown. Except at corners or where an entire block length is being redeveloped, new buildings should be consistent with the setback of the adjacent existing buildings.		
3.1.2b	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.		
3.1.2c	Institutional and Parkfront Setbacks (4m+): Corresponds to the generous landscaped setbacks generally associated with civic landmarks and institutional uses. Similar setbacks designed as landscaped or hardscaped public amenity areas may be considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill-out activity such as sidewalk patios.		
3.1.3	Streetwall Height (refer to Map 7) To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets: generally 15.5m, 17m or 18.5m. Consistent with the principle of creating strong edges to major public open spaces, a streetwall height of 21.5m is permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.		
3.2	Pedestrian Streetscapes		

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
3.2.1	Design of the Streetwall		
3.2.1a	The streetwall should contribute to the fine grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	Partial	Changes to the streetwalls are proposed through this application. Some changes, including the removal of windows and the introduction of solid metal loading bay doors are viewed as being negative features.
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets.	Yes	
3.2.1c	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey setbacks.		
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	N/A	
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	Partial	Changes to the streetwalls are proposed through this application. Some changes, including the removal of windows and the introduction of solid metal loading bay doors are viewed as being negative features.
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Partial	
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.	Partial	
3.2.2	Building Orientation and Placement		
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	Yes	
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	N/A	
3.2.2c	Side yard setbacks are not permitted in the Central Blocks	N/A	

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
	defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.		
3.2.3	Retail Uses		
3.2.3a	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.	N/A	
3.2.3b	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.	Yes	
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.	No	
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes	
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	N/A	
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.	Yes	
3.2.3g	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.	N/A	
3.2.4	Residential Uses		
3.2.4a	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.	N/A	
3.2.4b	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.	N/A	
3.2.4c	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.	N/A	
3.2.4d	Units with multiple bedrooms (2 and 3 bedroom units) should be	N/A	

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
	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.	N/A	
3.2.4f	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	N/A	
3.2.5	Sloping Conditions		
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.	Yes	
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	Partial	Changes to the streetwalls are proposed through this application. Some changes, including the removal of windows and the introduction of solid metal loading bay doors are viewed as being negative features.
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	Partial	
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	Partial	
3.2.5e	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.	N/A	
3.2.5f	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.	N/A	
3.2.5g	Flexibility in streetwall heights is required in order to transition from facades at lower elevations to facades at higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or broken cornice lines at the top of streetwalls on sloping streets.	N/A	
3.2.6	Elevated Pedestrian Walkways <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>		
3.2.6a	Not be constructed in a north-south direction such that they	N/A	

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
	block views up and down the east-west streets in the downtown.		
3.2.6b	Not be more than a single storey in height.	N/A	
3.2.6c	Strive to have as low a profile as possible.	N/A	
3.2.6d	Be constructed of highly transparent materials.	N/A	
3.2.6e	Be of exceptionally high design and material quality.	N/A	
3.2.7	Other Uses		
3.2.7a	Non-commercial uses at-grade should animate the street with frequent entries and windows.	Partial	Changes to the streetwalls are proposed through this application. Some changes, including the removal of windows and the introduction of solid metal loading bay doors are viewed as being negative features.
3.3	Building Design		
3.3.1	Building Articulation		
3.3.1a	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: <ul style="list-style-type: none"> • Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. • Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline. 	Yes	
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown’s context and tradition.	Yes	
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	Yes	

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Section	Guideline	Complies	Discussion
3.3.1d	Street facing facades should have the highest design quality, however, all publicly viewed facades at the side and rear should have a consistent design expression.	Yes	
3.3.2	Materials		
3.3.2a	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	Yes	
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Partial	The application includes the introduction of brick on the Market Street tower. While this design element does not appear on the other tower, given the large size of the building, this change is appropriate to break up the scale of the project.
3.3.2c	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	Yes	
3.3.2d	Changes in material should generally not occur at building corners.	Yes	
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes	
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes	
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	N/A	
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.	N/A	
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes	
3.3.2j	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.	N/A	

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Section	Guideline	Complies	Discussion
3.3.3	Entrances		
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	N/A	
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	N/A	
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	N/A	
3.3.4	Roof Line and Roofscapes		
3.3.4a	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.	Yes	
3.3.4b	The expression of the building top (see previous) and roof, while clearly distinguished from the building middle, should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.	Yes	
3.3.4c	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living green roofs is strongly encouraged.	Partial	The podium area around the Market Street Tower is comprised of rooftop landscaping. Other lower rooftop areas are largely comprised of sloped roofs. The introduction of the rooftop mechanical equipment area is not ideal, but may be a necessary utilitarian feature of the building.
3.3.4d	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.	Partial	
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.	Partial	
3.3.4f	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.	Yes	
3.4	Civic Character		
3.4.1	Prominent Frontages and View Termini		
3.4.1a	Prominent Visual Terminus Sites: These sites identify existing or	N/A	

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
	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 east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.	Yes	
3.4.2	Corner Sites		
3.4.2a	Provision of a change in the building massing at the corner, in relation to the streetwall.	N/A	
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes	
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.	Partial	There are no substantial changes to the corner elements of the building. However, in light of the other changes that are proposed, some improvements to large blank walls that appear at the corners are highlighted as areas that could have been the subject of improved design.
3.4.2d	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.	N/A	
3.4.3	Civic Buildings		
3.4.3e	Civic buildings entail a greater public use and function, and therefore should be prominent and recognizable, and be designed to reflect the importance of their civic role.	Yes	

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
3.4.3f	Provide distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes	
3.4.3g	Ensure entrances are large and clearly visible. Provide a building name and other directional and wayfinding signage.	Yes	
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.	Yes	
3.5	Parking Services and Utilities		
3.5.1	Vehicular Access, Circulation, Loading and Utilities		
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	Yes	
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.	Yes	
3.5.1c	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.	Yes	
3.5.1d	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well designed doors and entries.	Yes	
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	Partial	The increased amount of mechanical equipment is not ideal but may be necessary for the needs of the building.
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.	Partial	
3.5.2	Parking Structures		
3.5.2a	Where multi-storey parking facilities are to be integrated into new developments they should be visually obscured from abutting streets by wrapping them with sleeves of active uses.	N/A	
3.5.2b	Animated at-grade uses should occupy the street frontage, predominantly retail, with 75% transparency.	N/A	
3.5.2c	At-grade parking access and servicing access to retail stores should be provided to the rear and concealed from the street.	N/A	
3.5.2d	Provide articulated bays in the façade to create fine-grained storefront appearance.	N/A	

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Section	Guideline	Complies	Discussion
3.5.2e	Provide pedestrian amenities such as awnings, canopies, and sheltered entries.	N/A	
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.	N/A	
3.5.2g	Design of parking structures such that they can be repurposed to other uses (i.e. level floor slabs) is encouraged.	N/A	
3.5.2h	Provide cap treatment (at roof or cornice line) that disguises views of rooftop parking and mechanical equipment.	N/A	
3.5.2i	Utilize high quality materials that are compatible with existing downtown buildings.	N/A	
3.5.2j	Locate pedestrian access to parking at street edges, with direct access. Ensure stairs to parking levels are highly visible from the street on all levels.	N/A	
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.	N/A	
3.5.2l	Maintain continuous public access to parking at all hours and in all seasons.	N/A	
3.5.2m	Minimize the width and height of vehicular access points to the greatest practical extent.	N/A	
3.5.2n	Provide clear sightlines for vehicles and pedestrians at sidewalks, by setting back columns and walls, and providing durable low maintenance mirrors.	N/A	
3.5.2o	Bicycle parking must be provided in visible at grade locations, and be weather-protected.	N/A	
3.5.3	Surface Parking		
3.5.3a	Surface lots shall be located out of sight behind buildings or inside city blocks rather than adjacent to streets or at corners.	N/A	
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.	N/A	
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.	N/A	
3.5.3d	In addition to landscaping, a variety of hardscaping materials should be used to add visual texture and reduce apparent	N/A	

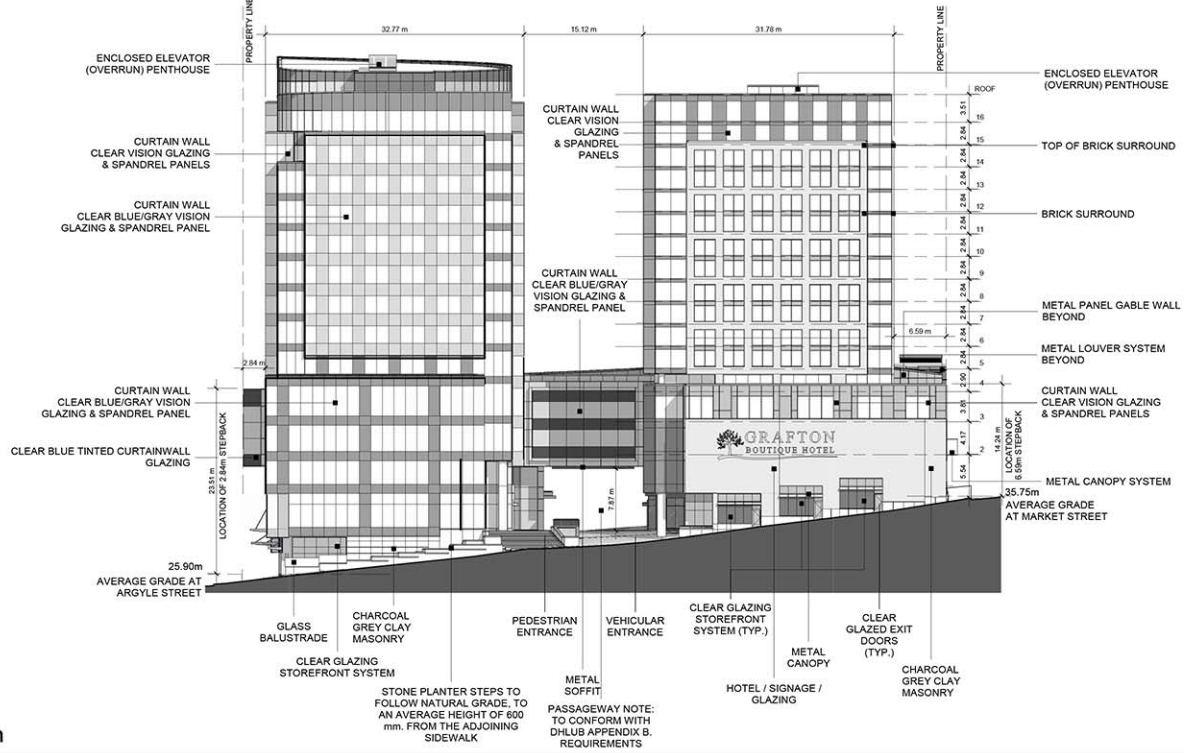
Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
	parking lot scale. Landscaping should be low maintenance.		
3.5.4	Lighting		
3.5.4a	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	N/A	
3.5.4b	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	N/A	
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	N/A	
3.5.4d	Encourage subtle night-lighting of retail display windows.	N/A	
3.5.4e	Ensure there is no light trespass onto adjacent residential areas by the use of shielded full cutoff fixtures.	N/A	
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	N/A	
3.5.5	Signs		
3.5.5a	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.	Yes	
3.5.5b	Signs should not obscure windows, cornices or other architectural elements.	Yes	
3.5.5c	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.	Yes	
3.5.5d	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.	N/A	
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.	N/A	
3.5.5f	Street addressing shall be clearly visible for every building.	N/A	
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.	N/A	
3.6.8	Maximum Height Variance		
3.6.8a	The maximum height is consistent with the objectives and guidelines of the Design Manual; and	Yes	

Attachment F – Design Manual Checklist – Case 20560

Section	Guideline	Complies	Discussion
3.6.8b	The additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;	Yes	
3.6.8c	The maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements;	Yes	
3.6.8d	Where a landmark building element is provided pursuant to the Design Manual; or	N/A	
3.6.8e	Where the additional height is shown to enable the adaptive re-use of heritage buildings.	N/A	

Attachment G – Comparison of Existing and Proposed Market Street and Prince Street Elevations



Proposed Design

Nova Centre

Halifax, Nova Scotia

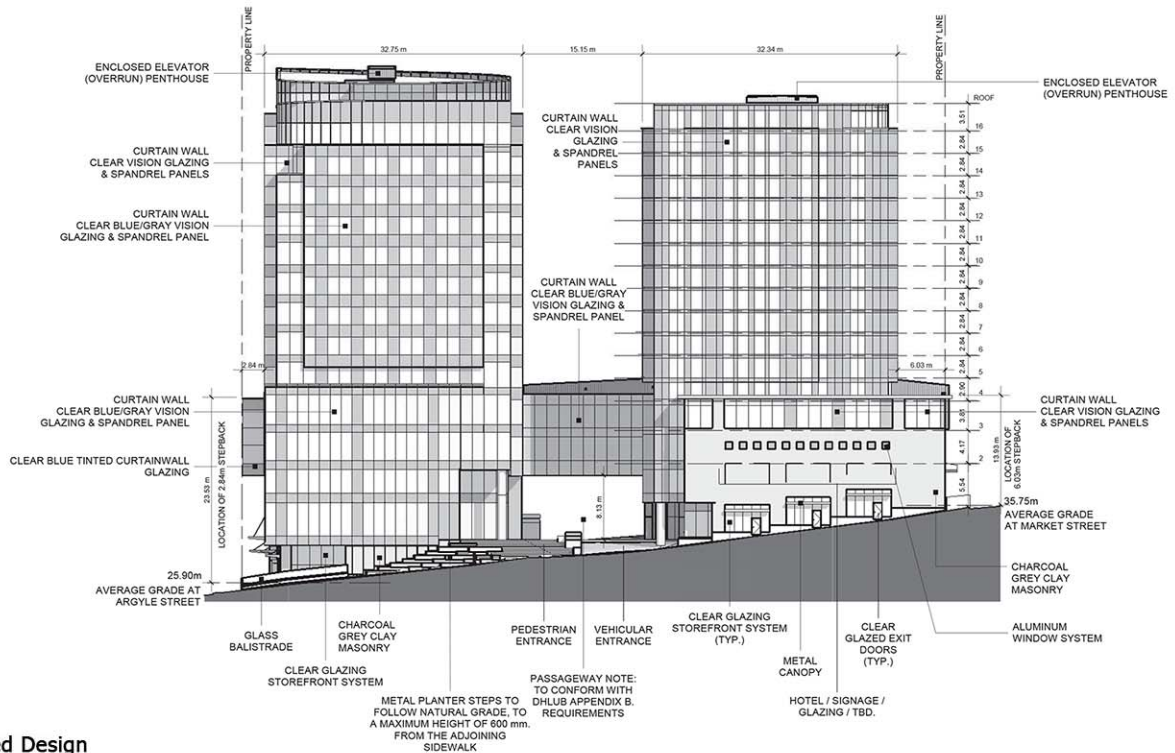
July 14, 2016

NORTH ELEVATION AMENDED

SPA-004



NOEL FOWLER ARCHITECT



Existing Approved Design

Nova Centre

Halifax, Nova Scotia

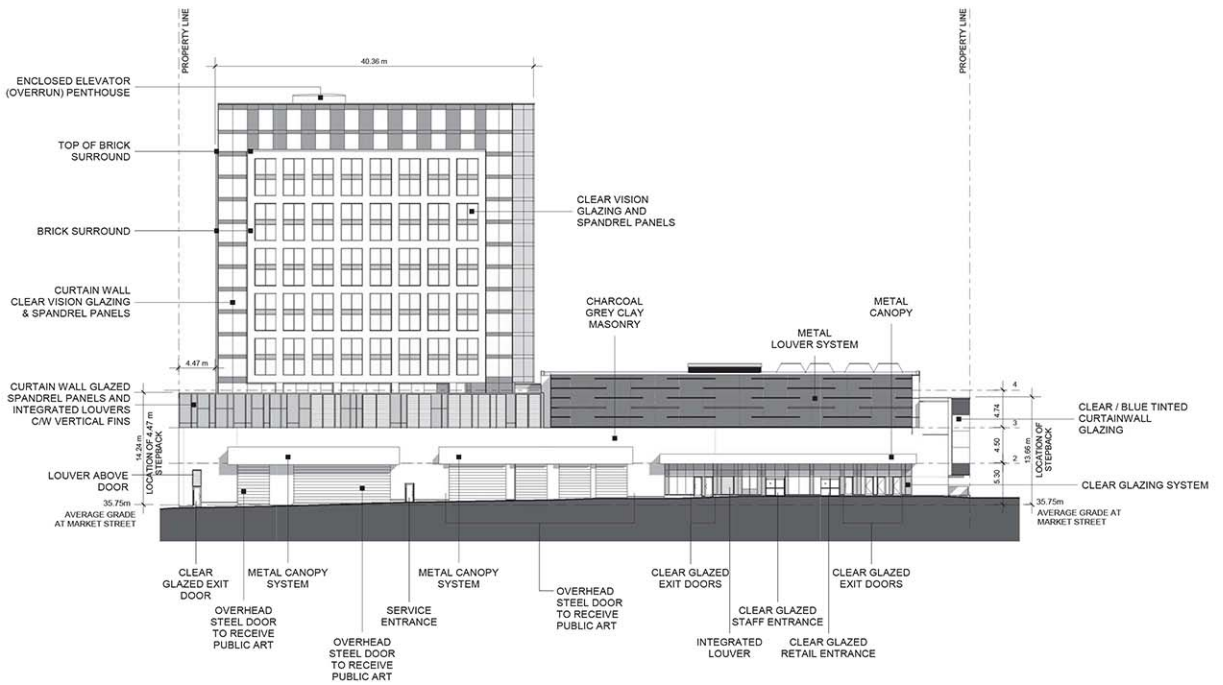
June 03, 2014

NORTH ELEVATION

SPA-004



NOEL FOWLER ARCHITECT



Proposed Design

Nova Centre

Halifax, Nova Scotia

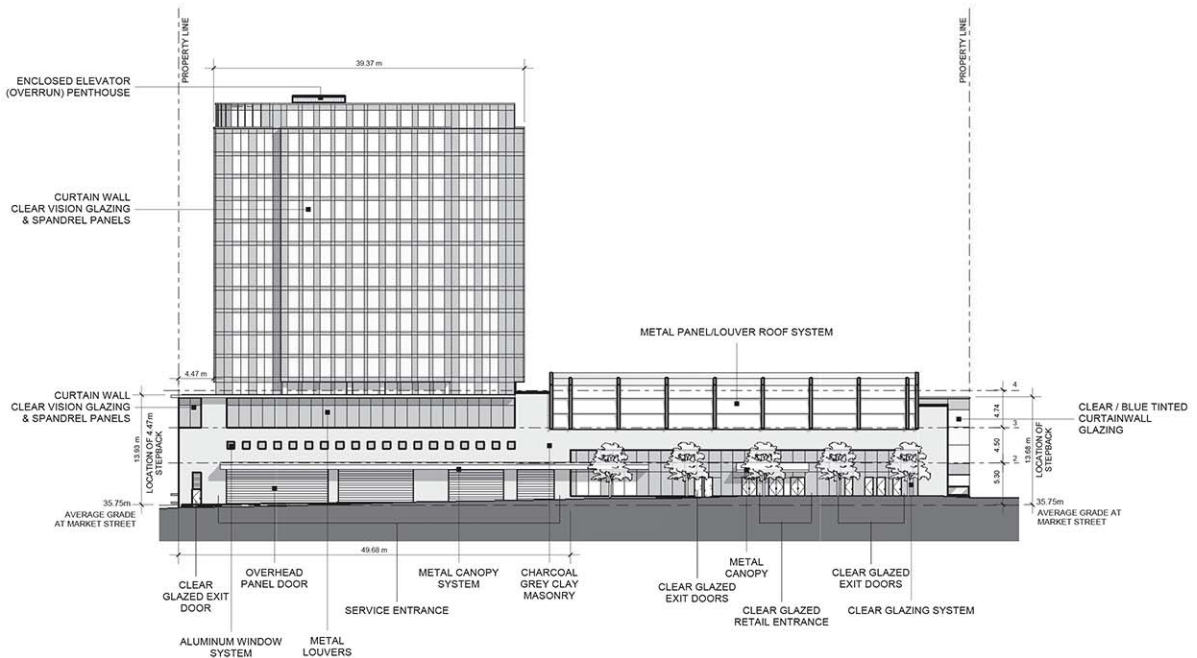
June 22, 2016

WEST ELEVATION AMENDED

SPA-005



NOEL FOWLER ARCHITECT



Existing Approved Design

Nova Centre

Halifax, Nova Scotia

June 03, 2014

WEST ELEVATION

SPA-005



NOEL FOWLER ARCHITECT