SCOTIA SQUARE - BARRINGTON EXPANSION

HRM SUBSTANTIVE SITE PLAN APPROVAL APPLICATION:
SUPPORTING DOCUMENTS

February 4, 2013

PROPERTY OWNER: Crombie REIT

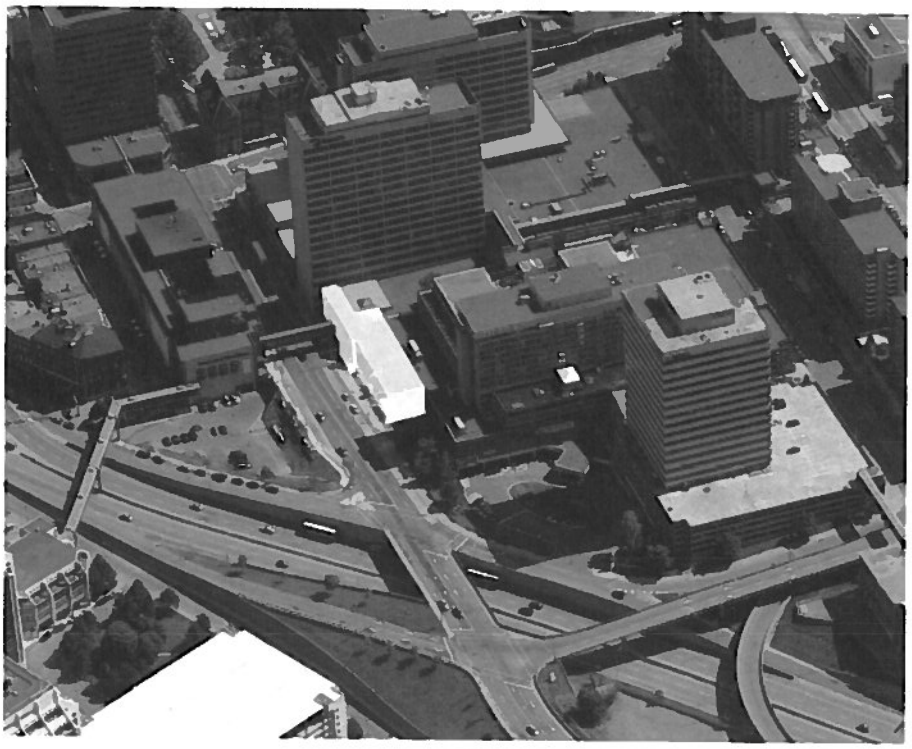
DSRA

TABLE OF CONTENTS

1 SITING

The proposed building is a three story addition to Scotia Square. The addition will expand the Scotia Square complex eastward along the west side of Barrington Street between Barrington Tower and the Delta Halifax Hotel.

Original Scotia Square Development

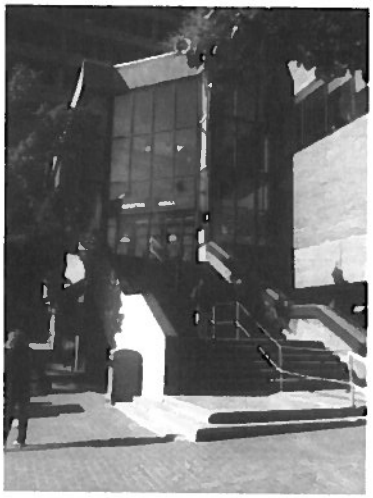


Aerial photograph of the Scotia Square complex indicating expansion site, 2010

1.1 Existing Conditions

The site of the expansion is a plaza created by the current building setback of 10 to 16 m from the property line. The plaza contains raised concrete planters, bus shelter, building service doors and mechanical louvres venting at street level. An exterior concrete stair provides access to the retail mall entrance approximately 4.5 m above grade.

Overall view of the site looking South on Barrington Street



View of the exterior concrete stair

1.2 Existing Materiality

The existing building materials include textured pre-cast concrete panels and textured cast in place concrete at street level with brick masonry on the upper two levels. Glazing is limited to the Scotia Square entrance located at the top of the exterior concrete stair, small protruding glass bays located on the second floor level and repetitive punched window openings on the upper floor.

Exterior photos of existing pedway connection

1.3 Existing Pedestrian Use

Pedestrian activities in this location are largely associated with public transit, as bus parking is located along the length of Barrington Street fronting the site. The exterior stairs provide limited and unprotected access to Scotia Square. Entry to the complex from street level predominantly occurs further South at the corner of Duke and Barrington streets where covered access exists. Pedestrian access also occurs via the pedestrian bridge over Barrington Street from entrances at Barrington Place Shops, from Cogswell Tower, Duke Tower, Delta Halifax and from the Cogswell Street Pedway from Brunswick Place.

1.4 Synopsis

The existing configuration of the site fails to address HRM Design Guidelines. There is no street level access, no transparency or visual connectivity to interior activities and no pedestrian oriented commercial programming. With poor lighting and visual obstructions from the street (i.e. plantings and the exterior concrete stair), the site does not provide adequate pedestrian safety. There is poor street level connectivity along Barrington from the Delta Halifax to down-town. With future plans to redevelop the Cogswell Interchange, this site will become increasingly important as a gateway to downtown from the north end.

2 DESIGN RATIONALE

The proposed addition to Scotia Square will provide an important visual landmark at the entry to downtown. The pedestrian oriented functional programs at both the Barrington level and second level restaurants will invite and enhance pedestrian activity with an open, active facade; providing multiple entries including street level access to the rest of Scotia Square. The street friendly building will encourage pedestrian movement from the Delta Halifax further into the downtown, helping to address the existing disconnect between Scotia Square and the downtown.

2.1 Form

The proposed building seeks to calm and rationalize a series of complex existing conditions while maximizing lot coverage and bringing activity to the street. A clean, sophisticated and transparent glass envelope presents a street friendly face to Barrington Street - a place 'to see and be seen'. The building volume is established by two axes: one parallel to the historic downtown grid and one which responds to the westward bend of Barrington Street at the north end of the building, easing the transition from the Cogswell interchange into Downtown (fig. 1). Diverging planes of the street level and upper building volumes define the upper levels as a floating mass, creating a soffit flowing into the main building entry. The street level is characterized by articulated mullion expression and the use of stone walls that penetrate the building envelope at the main entry. The upper volume is wrapped in mullionless glazing (SSG), with opaque spandrel glazing registering floor and ceiling data (see fig 2). Conceived as a new face for Scotia Square, the new building will envelop existing mechanical exhausts and intakes, as well as define the loading bay entry - separate from the pedestrian zone. New and existing mechanical services are routed internally to roof-top units, concealed by natural roof top landscaping (fig. 3).

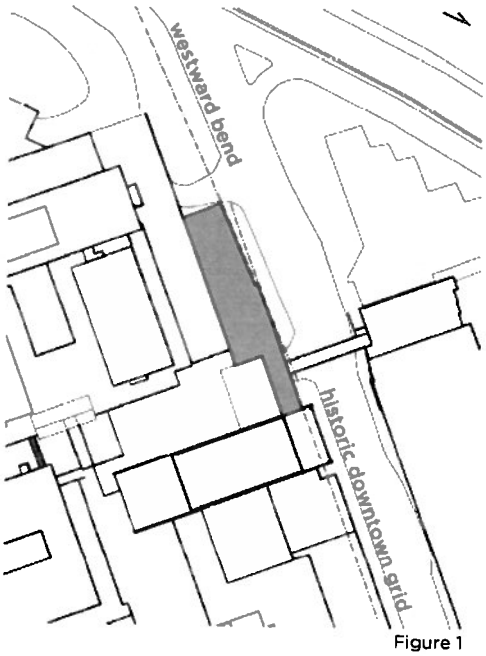


Figure 1

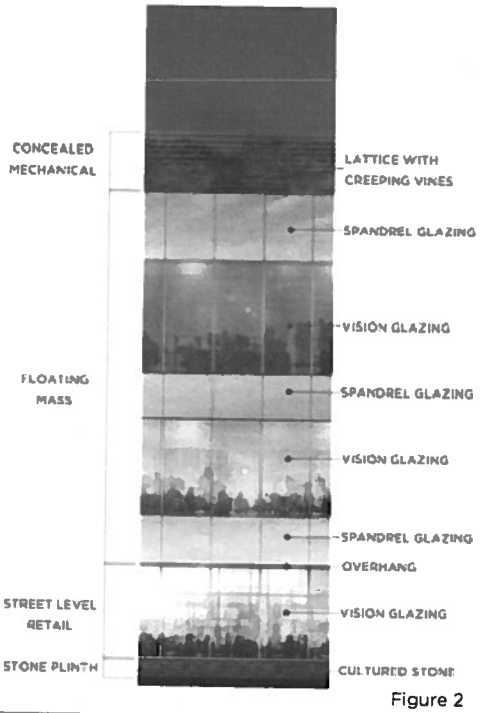


Figure 2

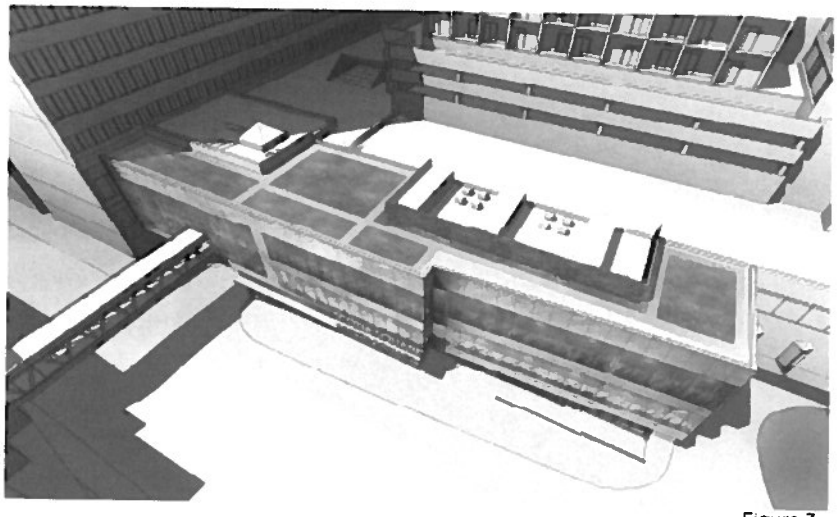


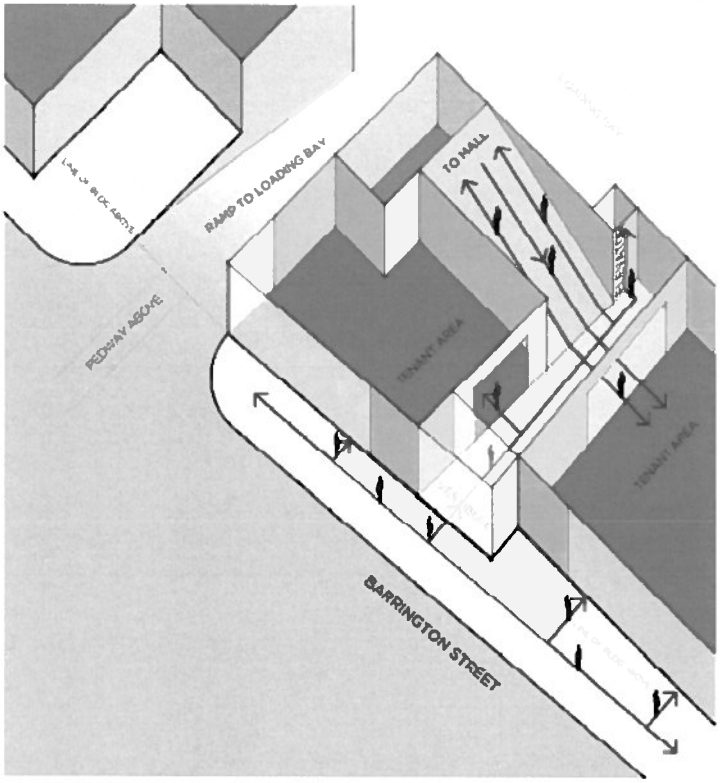
Figure 3

2.2 Pedestrian Interaction

The introduction of street level retail tenants and internal vertical circulation will greatly improve pedestrian movement and activity at Scotia Square's Barrington entrance. The visual connectivity created by large expanses of clear glazing, improved lighting, and visibility will enhance pedestrian safety. The glass facade will serve as a layer to support for prominent backlit tenant signage for all three levels of the building. A lightweight aluminum canopy marks the entry to the building as well as supporting large-scale, backlit 'Scotia Square' signage lettering. The soffit created by the angled overhang will contain recessed LED downlights to improve visibility at the entrance and highlight architectural elements. The main entry vestibule will be articulated as a clean glass box anchored between natural stone walls. The stone walls support the building name and street address signage, identified with pin-mount lettering and metal inlay. The stone walls also direct circulation into the building, leading visitors to ground floor retail tenants, as well as the main stair, escalators and elevator to the Centre Court Atrium above.

2.3 Gross Floor Area of Expansion

Barrington Level (41.17 MASL):	670 m²
Lower Mall Level (45.64 MASL):	890 m²
Upper Mall Level (50.37 MASL):	650 m²
Total Gross Area:	**2210 m²**



2.4 Visual Connectivity

In addition to the high level of visual connectivity created at the street level, the new glass envelope of Scotia Square will connect building occupants in the expanded atrium and upper tenant spaces with the city, offering stunning views of the city and harbour. With full height glazing, natural light will penetrate all interior spaces, reducing the need for artificial light during office hours. At night, the light and activity in the retail and public spaces will activate the façade, contributing a strong visual presence to the streetscape.

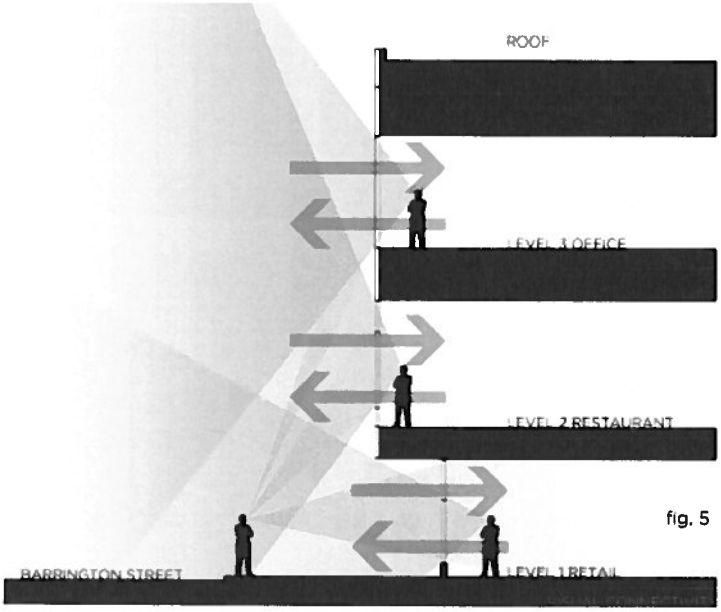


fig. 5

3 DOWNTOWN HALIFAX LAND USE BY-LAW - Relevant Criteria

6 Interpretation The property is situated within Downtown Halifax Zone (DH-1), per Map 1; within the Cogswell Precinct, per Map 2.

The property has a Maximum Pre-Bonus Height of 49 m as per Map 4.

The property has a Streetwall Setback of 0–1.5 m as per Map 6.

The property has a Maximum Streetwall Height of 18.5 m as per Map 7.

The property is situated adjacent to a Prominent Visual Terminus Site as per Map 9.

7 Land Use *(2)* The property is situated just beyond the end of a pedestrian oriented commercial street, per Map 3. Eating establishments are permitted at the ground level where the building abuts a Pedestrian-Oriented Commercial Street. Although the site does not fall within a Pedestrian-Oriented Commercial Street as per Map 3, the project proposes to extend this type of program further North up Barrington Street.

8 Built Form *(12)* The proposed building fronts Barrington Street.
(13) The floor to floor height at grade is 4.42 m; connecting to an existing floor level condition.
(18) The proposed building is within 20 m height limit. Please see Schedule S-2 of this report for a qualitative wind analysis report.

9 Streetwall *(1)* The proposed building does not fully comply with setback limits; a variance is requested. Refer to item 3.1.2(a) below.

(2) The building falls within the 18.5 metre Maximum Streetwall Height.
(3) The building is over the 11 metre Minimum Streetwall Height.

14 Parking (15) As per Section 14(15), for retail/restaurant, one bike parking space per 300m² GFA is required. With 20% Class A and 80% Class B. Based on the size of the proposed building addition, eight bike parking spaces are needed with a rationalized A:B ratio of 2:6. The proposed building will provide two (2) Class A bike parking spaces at Barrington Tower Lobby and six (6) Class B bike parking spaces to the south of the entrance in a sheltered outdoor area.

Encroachment: Permission for encroachment on to HRM property is requested. The canopy for the proposed building encroaches upon the Barrington Street property line, see illustration on page 4 of Appendix A. The total area of encroachment is 15.6 m², with a minimum clearance of 3.5 m.

Variance: Variance to HRM by Design is requested. The proposed building is set back more than the maximum 1.5 m from the Barrington Street property line. Refer to item 3.1.2(a) below for more detail.

4 SCHEDULE S-1 DESIGN MANUAL - Relevant Criteria

2.8 Precinct 8: Cogswell Area

2.8(a) *"...re-establish streets, blocks and open spaces that are an extension and reinforcement of the historic downtown grid and that provide connectivity between the north end and downtown."*
This project intends to extend the Pedestrian-Oriented Commercial nature of Barrington Street farther North with the introduction of a street level mall entrance and street level restaurant and retail tenants.

2.8(b) *"Encourage the historic downtown grid to be reinstated as redevelopment occurs."*
The establishment of street level pedestrian oriented programming along the historic downtown grid anticipates the redevelopment of the Interchange.

2.8(d) *"Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings."*
The building provides coverage with building overhangs and a large canopy, encouraging pedestrian interaction at grade.

2.8(e) *"Define the area with Modern landmark buildings."*
The new building will no doubt become a landmark building - changing the face of Scotia Square and the Downtown.

2.8(f) *"Redevelop larger existing sites such as Scotia Square and Purdy's Wharf with Street oriented infill."*
This project is an infill development of an unsightly part of the Scotia Square street front. The design, scale and use of the expansion will dramatically improve the relationship between Scotia Square and Barrington Street.

2.8(i) *"Enhance important vistas and focal points such as the view of the water."*
The new building, with floor to ceiling glazing will provide stunning views of the Harbour and dramatic framed views of the city.

2.8(j) *"Ensure that there are pedestrian oriented street level uses..."*
The new building features pedestrian-oriented programs and circulation.

3.1 The Streetwall

3.1.1(b) *"High levels of transparency..."*
The street level is characterized by clear-glazed visibility and entry in to Scotia Square and abutting retail tenant spaces.

3.1.1(c) *"Frequent entries."*
The curtain wall system allows for entries along the length of the building; the current design serves mall entry, street level tenant entries, as well as entry to Scotia Square's shipping and receiving area.

3.1.1(d) *"Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3, and is encouraged elsewhere throughout the downtown."*
The building provides pedestrian protection from the elements by way of an overhang and by a large entry canopy.

3.1.2(a) *"Minimal to no Setback"*
A setback variance is requested. The proposed setback increases linearly from south to north: ground floor varies from 1.70 m to 3.96 m; upper floor varies from 0.11 m to 1.70 m. The requested setback variance compliments the site, creates a visually interesting architectural expression for the angled site, and offers important shelter for pedestrians. The proposed setback is a dramatic improvement over the existing setback condition: currently 9.58 m to 15.85 m from the Barrington Street property line.

3.1.3 *"Streetwall Height"*
The proposed building falls within the 18.5 metre maximum streetwall height prescribed by the land use by-law. The proposed streetwall rises to 15.2 m.

3.2 Pedestrian Streetscapes

3.2.1(a) *"The streetwall should contribute to the 'finegrained' character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts."*
The glazed curtain wall at street level is articulated by vertical mullions.

3.2.1(b) *"The street wall should generally be built to occupy 100% of a property's frontage along streets."*
The proposed building provides a streetwall over it's full length, with minimal setbacks on the ground floor to provide shelter for pedestrian and vehicle entry.

3.2.1(e) *"Streetwalls should be designed to have the highest quality material and detail."*
The proposed building meets the street with an articulated glass façade atop a plinth of stone.

3.2.1(f) *"Streetwalls should have many windows and doors to provide 'eyes on the street' and a sense of animation and engagement."*
The building envelope is a highly transparent glazed curtainwall (see Figure 5, of this report).

3.2.1(g) *"Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents,trash vestibules, propane vestibules, etc.) be permitted."*
The existing building has mechanical ventilation louvers venting on street level as well as some piping running along the building face (see existing conditions photos). The proposed building will incorporate these existing mechanical elements within the building and carry them up to the new roof.

3.2.2(a) *"All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk."*
The proposed building comes to the sidewalk with multiple points of entry. The entry into the Scotia Square mall is announced through the formal articulation of stone walls and a canopy with prominent signage.

3.2.3(b) *"Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas."*
Weather protection is provided by an overhang and canopy.

3.2.3(d) *"Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk."*
The building meets the sidewalk with two retail tenants and the main building entrance with access to the rest of Scotia Square.

3.2.3(f) *"Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes."*
All retail entrances are at grade.

3.2.5(a) *"Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade."*
The Barrington Street floor level has been set to closely match that of the existing sidewalk grade. A small retaining wall allows for a slight step down only at the Northern most corner of the building, where there is no entry (see Barrington level plan drawing).Tenant spaces are intended to be active, street oriented programs such as retail or restaurant.

3.2.5(c) *"Provide windows, doors and other design articulation along facades; blank walls are not permitted."*
The glazed façade and entry doors provide visual connection to the sidewalk.

3.2.5(d) *".....façade to express internal floor or ceiling lines; blank walls are not permitted."*
Ceiling and floor lines are registered by changes in glazing type: spandrel glass conceals ceiling and floor structures.

3.2.6 *"Elevated Pedestrian Walkways"*
The proposed building maintains the existing pedway. The pedway is an important artery connecting the East and West sides of Barrington Street, and the preferred route of many of the occupants of nearby office towers.

3.3 Building Design

3.3.1(a) *"To encourage continuity in the streetscape and to ensure vertical 'breaks' in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc: Base... Middle...Top..."*
See Section 2.1 of this report.

3.3.1(d) *"Street facing facades should have the highest design quality, however, all publicly viewed facades at the side and rear should have a consistent design expression."*
The glass façade fully wraps the north corner.

3.3.2(a) *"Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance".*
Glazed curtainwall systems provide a lasting, clean, beautiful aesthetic with extremely low maintenance. Modern glazed systems have relatively high energy performance. They also reduce the need for artificial lighting, through day lighting.

3.3.2(b) *"Too varied a range of building materials is discouraged in favour of achieving a unified building image."*
The proposed building is designed as a continuous glazed curtain wall. Varying transparencies and color articulate the façade and give the building depth.

3.3.2(c) *"Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear."*
Finishes wrap and cover both visible building elevations.

3.3.2(d) *"Changes in material should generally not occur at building corners."*
See item 3.3.2(c).

3.3.2(e) *"Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete."*
Glass is the predominant material, with stone wall elements at street level.

3.3.2(f) *"In general, the appearance of building materials should be true to their nature and should not mimic other materials".*
All materials are a true representation of their nature.

3.3.3(a) *"Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc."*
See report Section 2 for details on building form, pedestrian interaction, and visual connectivity.

3.3.3(b) *"Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection."*
All entrances are protected either by the overhanging building or the canopy.

3.3.4(b) *"The expression of the building 'top' (see previous) and roof, while clearly distinguished from the building 'middle', should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines."*
The upper two floors are formally separated from the ground zone by over hanging and by diverging planes. The upper and lower volumes are connected by shared materiality and by aligned vertical curtain grids (See Section 2 of this report).

3.3.4(c) *"Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore preeminently visible. The incorporation of living "green roofs" is strongly encouraged".*
The roof of the new building features living green areas, light colored pavers and light colored roofing membrane. Mechanical equipment is concealed by a horizontal aluminum lattice with creeping vines. (See report Section 2).

3.3.4(d) *"Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building 'top'. Mechanical rooms and elevator and stairway head-houses should be incor porated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest."*
See item 3.3.4(c).

3.3.4(e) *"Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility."*
See item 3.3.4(c).

3.3.4(f) *"The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points."*
The back side of the building parapet is clad in metal panel with no exposed fasteners.

3.5 Parking, Services, and Utilities

3.5.1(a) *"Locate parking underground or internal to the building (preferred), or to the rear of buildings."*
Parking is accommodated by existing facilities within the Scotia Square development.

3.5.1(b) *"Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages."*
Existing vehicular access is maintained. A new, high speed overhead door will conceal the existing loading bay access.

3.5.1(c) *"Locate loading, storage, utilities, areas for delivery and trash pick up out of view from public streets and spaces, and residential uses."*
Loading, storage, utilities etc. are all accommodated by existing facilities within the Scotia Square development. Vehicular access runs underneath the existing pedway. The new building steps up over the entry to the loading area, further concealing the entry by pushing closer to the street and with a new high speed overhead door.

3.5.1(d) *"Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well designed doors and entries."*
See item 3.5.1(c).

3.5.1(e) *"Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms."*
See item 3.3.4(c).

3.5.1(f) *"Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults."*
See item 3.3.4(c).

3.5.4 Lighting

3.5.4(b) *"Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting."*
Down-lighting is provided in soffits of protected areas to illuminate the building perimeter. Other building signage will be externally mounted, illuminated channel lettering. The interior lighting of the building will characterize the facade, adding interest and activity to the street.

3.5.5 Signs

3.5.5(a) *"Integrate signs into the design of building facades by placing them within archi tectural bay, friezes or datum lines, including coordinated proportion, materials and colour."*
The main building signage will be displayed in large backlit individual letters mounted above the entry canopy. Pedestrian scale building signage, in bronze or stainless steel, will be mounted on the stone wall adjacent to the entry. The build ing street address will be mounted on the glass vestibule.

Tenant signage will be externally mounted at the North corner of the building - place holders are illustrated on renderings in Appendix A. Application and approval for specific tenant signage will be sought at a later date, once tenants are confirmed.

3.5.5(c) *"Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks."*
See item 3.5.5(a).

3.5.5(g) *"The material used in signage shall be durable and of high quality, and should relate to the materials and design language of the building."*
All signage will be of high quality.

5.2 Sustainability Guidelines

5.2.1(f) *"Use light-coloured roofing materials with high reflectance."*
Light, reflective pavers and light colored roofing membrane will be used between patches of living green roof (See drawing package).

5.2.1(i) *"Design exterior lighting to be shielded or full cutoff as required. Exterior lighting shall fall within the property."*
Down lighting is used in soffits.

5.2.2(a) *"Provide bicycle storage and convenient changing facilities for 5% of building occupants."*
Bicycle storage and changing facilities are located with the Scotia Square Complex.

5.2.2(b) *"Provide transit and pedestrian-friendly physical links to mass transit infrastructure. Bus stops or ferry terminals must within 500 metres of the site."*
The Scotia Square development is one of the most transit friendly sites in the HRM. Major bus routes, servicing urban and suburban users, currently exist on the site. The building is within walking distance to the ferry terminal.

5.2.2(c) *"Provide carpool parking for 10% of occupants and provide preferred parking for low consumption automobiles."*
Carpool and preferred parking is currently provided within Scotia Square.

5.2.3(a) *"Eliminate potable water for landscape irrigation."*
The landscaped roof does not require irrigation.

5.2.7(b) *".....designed to provide daylighting to all full-time occupied spaces."*
Full height glazing allows for daylighting to penetrate into tenant spaces.

5.2.7(h) *"Provide views to the outdoors to as many occupants as possible."*
Full height glazing provides tenants with expansive exterior views.

5.2.8(e) *"Design buildings with durability in mind."*
Glazed curtain wall systems are extremely durable, maintaining functional and aesthetic qualities over time with relatively low required maintenance.

5.2.9(a) *".....use natural ventilation and passive energy design where possible."*
The use of curtainwall glazing reduces the energy need for artificial lighting. The use of argon filled glass helps to reduce heat gain.

5.2.9(f) *"Develop lighting controls that manage energy consumption. These may include task lighting, daylighting, and energy efficient artificial lighting."*
See item 5.2.9(a).

5.2.10(c) *"Develop exterior and interior shading devices that minimize heat gain and control daylighting."*
See item 5.2.9(a).

5 SCHEDULE S-2: WIND IMPACT ASSESSMENT REPORT

Mr. Richard Harvey, MCIP, LPP
Senior Planner
Halifax Regional Municipality
PO Box 1749
Halifax, Nova Scotia, Canada
B3J 3A5

Dear Mr. Harvey,

RE: **Scotia Square - Barrington Expansion**

We offer our qualitative wind impact assessment of the above mentioned project.

The design fits within the setback height requirements as per the Downtown Halifax Land Use By-Law. The proposed addition expands the existing complex eastward to meet the sidewalk with a glazed Streetwall façade rising to approximately 14.9 m. The height of the proposed expansion matches the local height of the existing Barrington façade, resulting in a uniform Streetwall height along the length of the building. The building recesses slightly at street level providing covered entrances to street level tenants. The proposed building also provides an enclosed stair, escalators and an elevator allowing access to the rest of the Scotia Square complex.

The building is situated adjacent to several office towers, the closest being Barrington Tower, all of which contribute to downwashing winds on Barrington Street. In our opinion, the relatively low height of the proposed building will have a negligible effect on existing wind conditions at street level and pedestrian experience. On the contrary, we anticipate the shelter provided along all entrances and the introduction of interior vertical circulation will improve pedestrian comfort and circulation. Further, the placement of the building will help foil swirling winds in the existing plaza area.

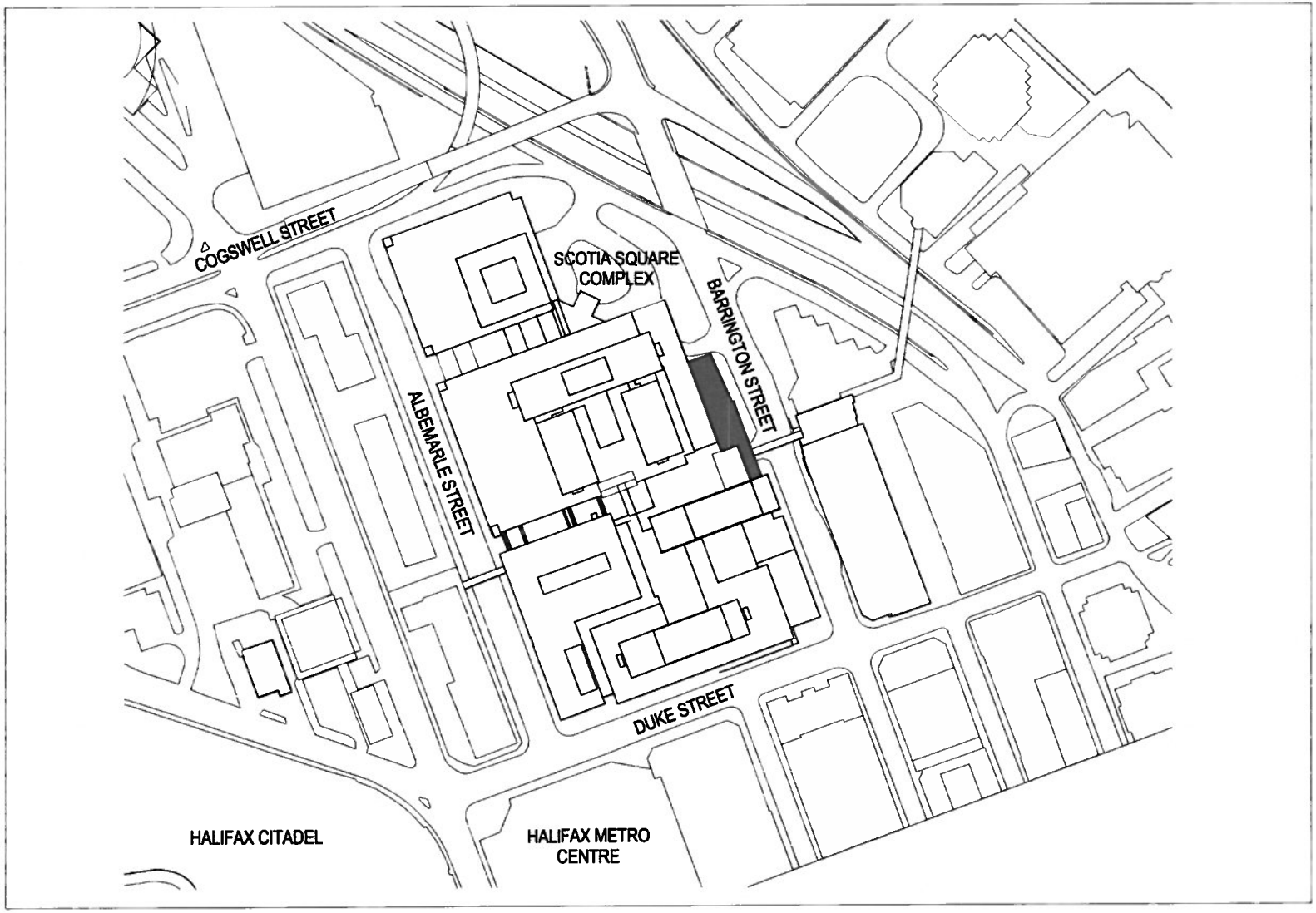
We conclude that the proposed building will generally improve conditions for pedestrians beyond that which currently exists.

Regards,

DSRA Architecture Inc.

original signed

Peter Connell *PEng NSAA RAIC LEED AP*
Managing Director



SITE PLAN

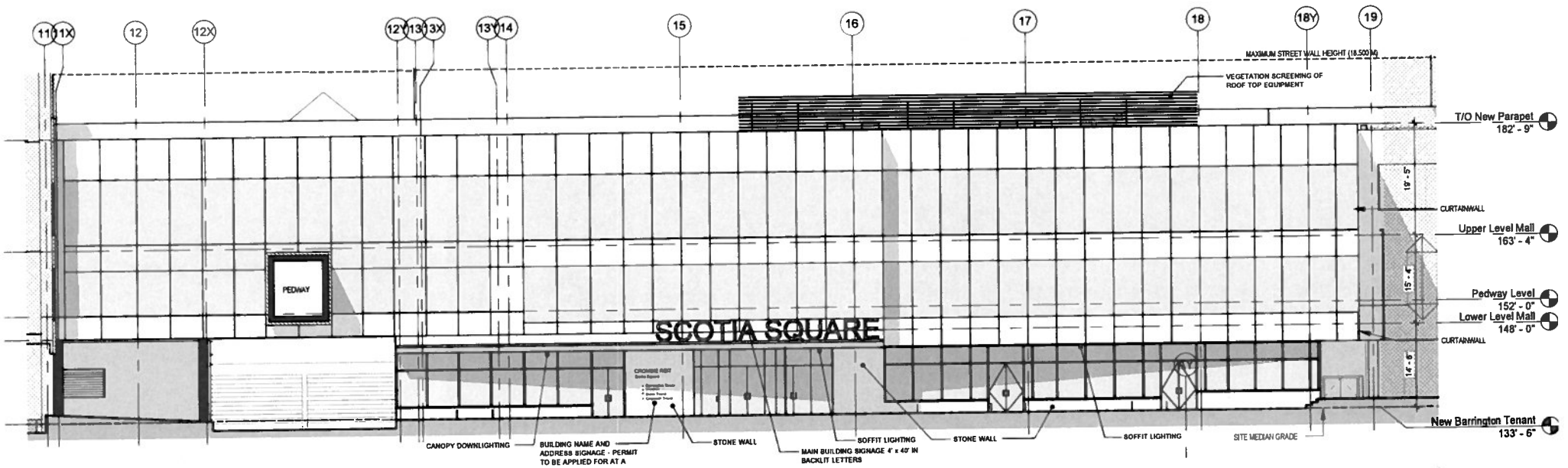
DSRA

Crombie REIT

PROJECT #11123
January 14, 2013

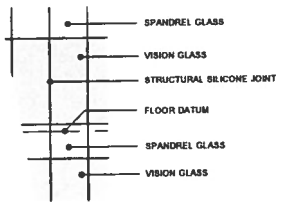
CROMBIE REIT SCOTIA SQUARE EXPANSION AND RENOVATIONS

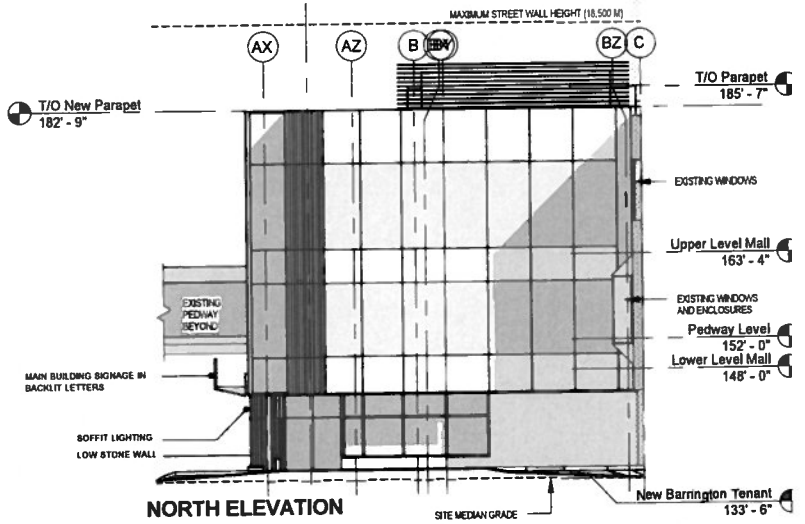
SITE PLAN
SCALE: N.T.S.



EAST ELEVATION

GLAZING LEGEND





NORTH ELEVATION

DSRA

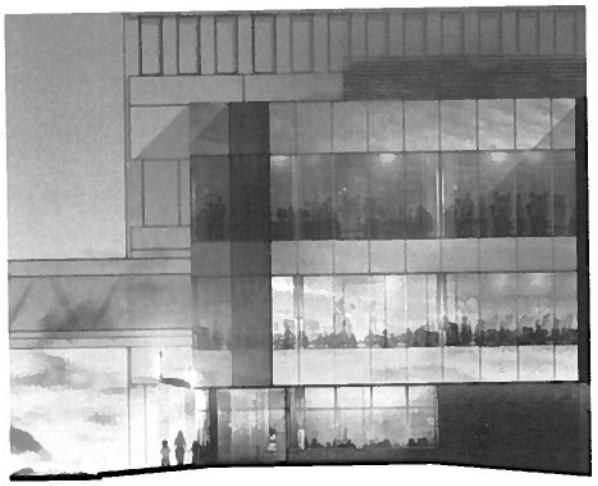
Crombie REIT

PROJECT #11123
2012.10.02

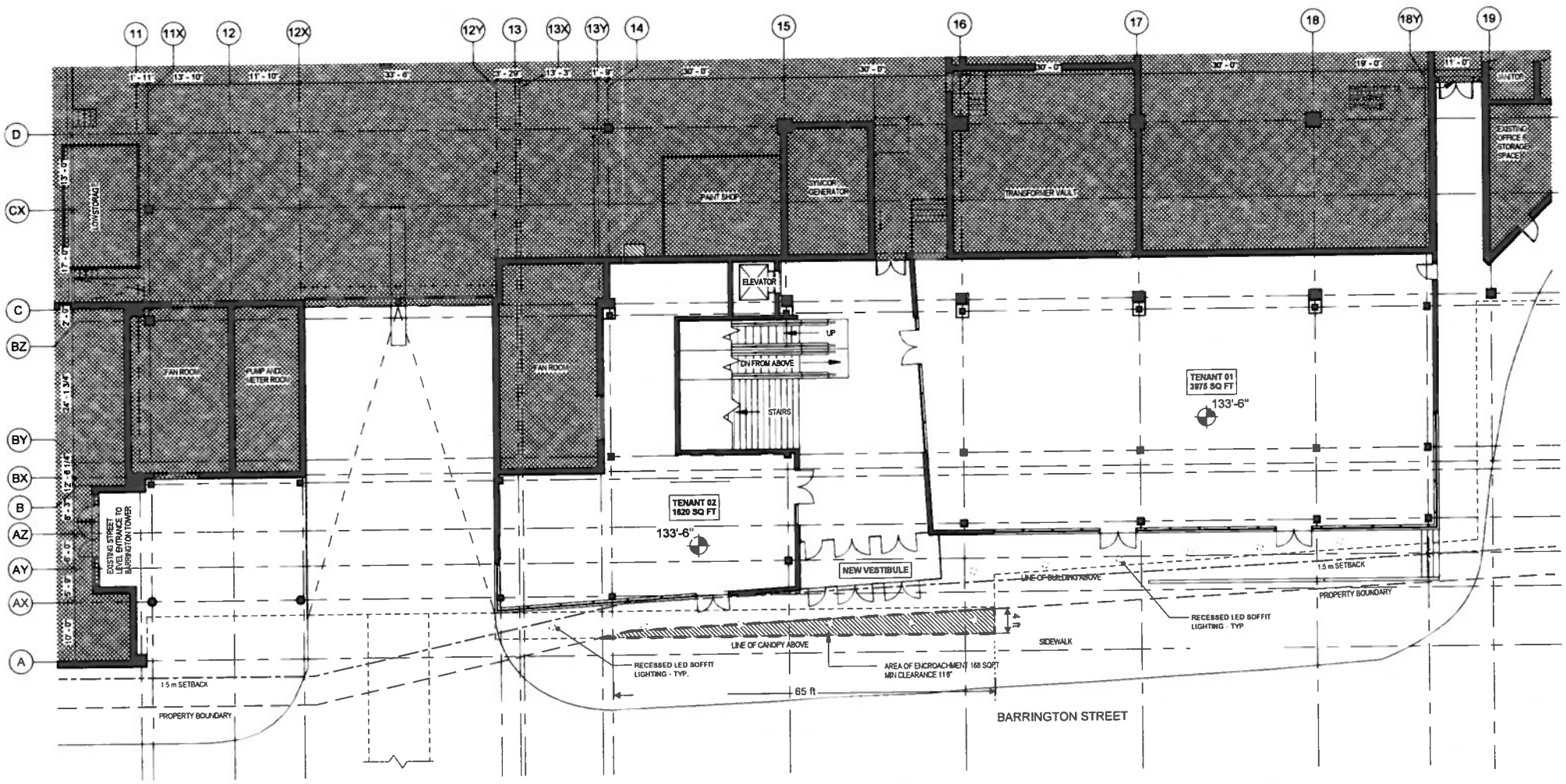
CROMBIE REIT SCOTIA SQUARE EXPANSION AND RENOVATIONS

ELEVATIONS
SCALE: 1/16" = 1'-0"

EAST ELEVATION



NORTH ELEVATION



LEVEL 1

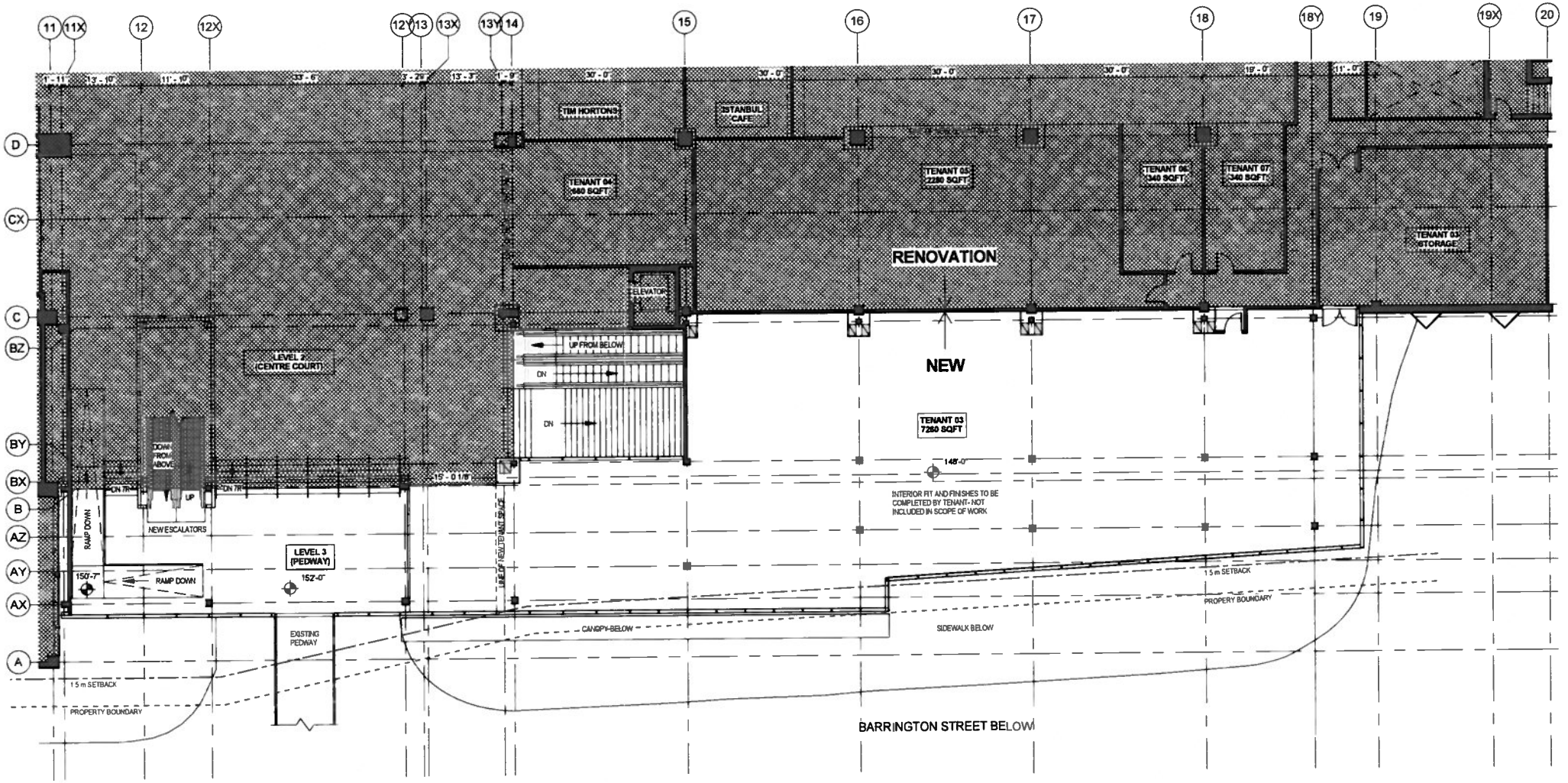
DSRA

Crombie REIT

PROJECT #11123
2012.10.02

CROMBIE REIT SCOTIA SQUARE EXPANSION AND RENOVATIONS

LEVEL 1
SCALE: 1/16" = 1'-0"



LEVEL 2 & 3

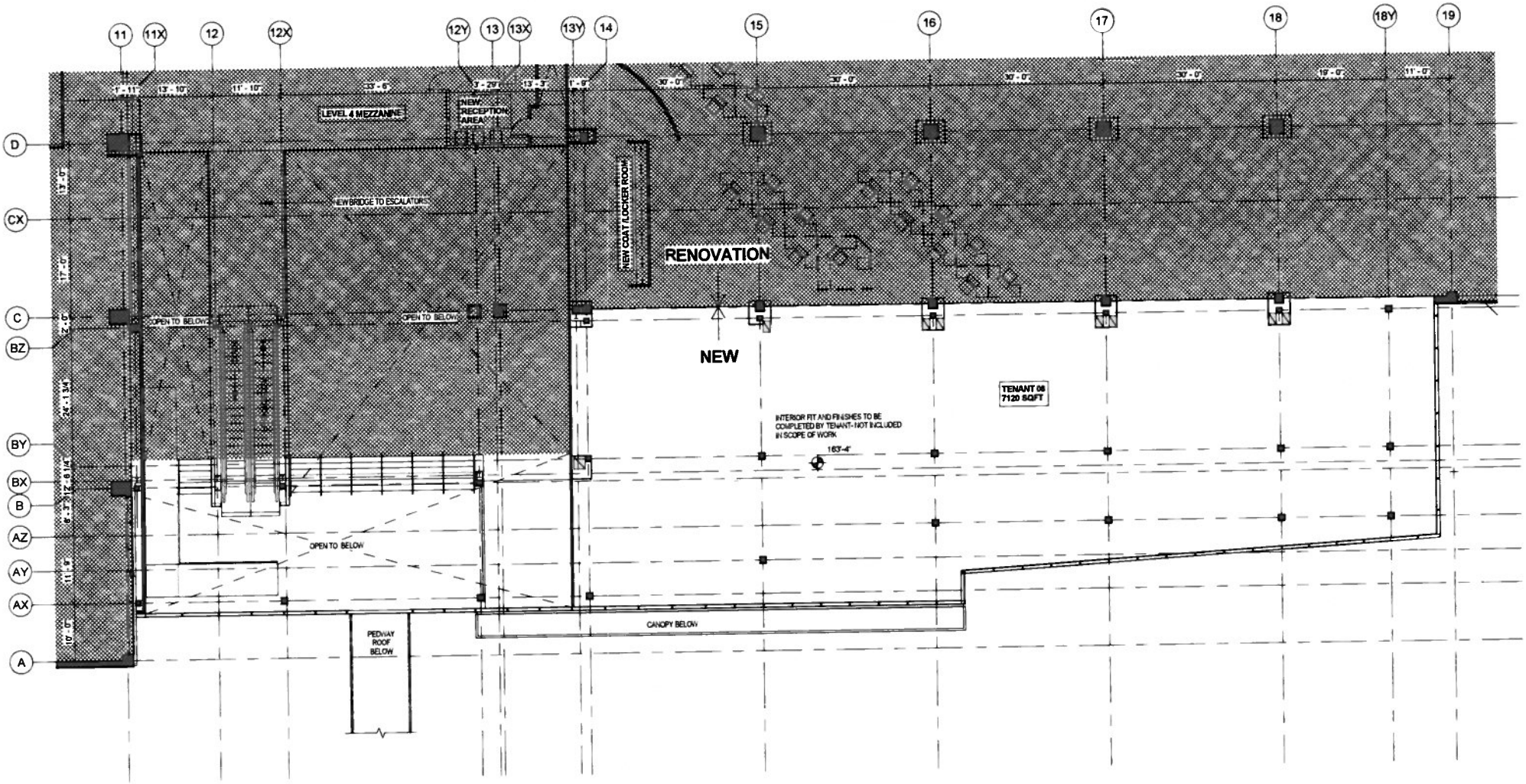
DSRA

Crombie REIT

PROJECT #11123
January 14, 2013

CROMBIE REIT SCOTIA SQUARE EXPANSION AND RENOVATIONS

LEVEL 2 & 3
SCALE: 1/16" = 1'-0"



LEVEL 4

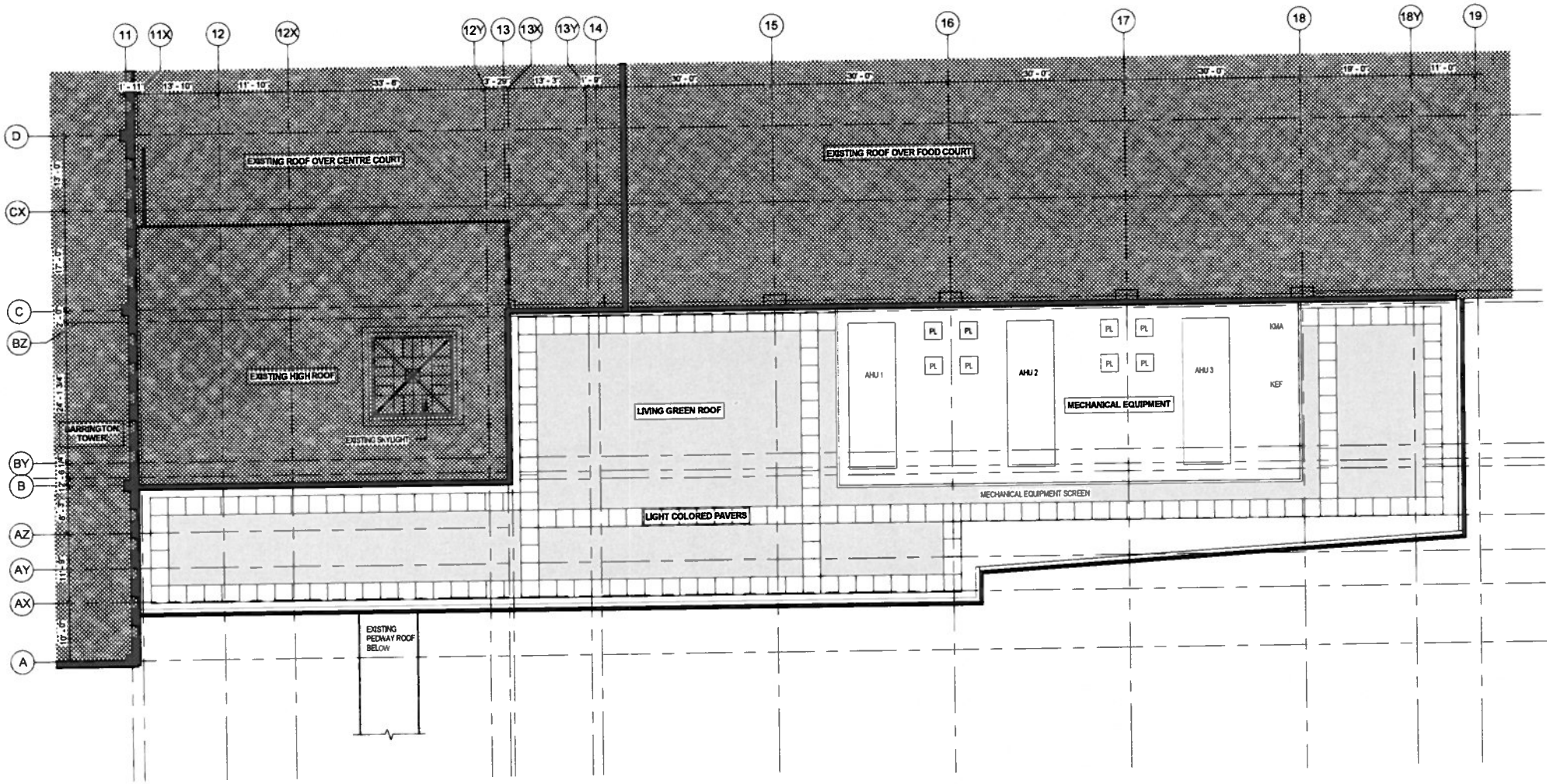
DSRA

Crombie REIT

PROJECT #11123
January 14, 2013

CROMBIE REIT SCOTIA SQUARE EXPANSION AND RENOVATIONS

LEVEL 4
SCALE: 1/16" = 1'-0"



ROOF

DSRA

Crombie REIT

PROJECT #11123
January 14, 2013

CROMBIE REIT SCOTIA SQUARE EXPANSION AND RENOVATIONS

ROOF
SCALE: 1/16" = 1'-0"

DSRA

Crombie REIT

PROJECT #11123
January 14, 2013

CROMBIE REIT SCOTIA SQUARE EXPANSION AND RENOVATIONS

EAST PERSPECTIVE
SCALE:

DSRA

Crombie REIT

PROJECT #11123
January 14, 2013

CROMBIE REIT SCOTIA SQUARE EXPANSION AND RENOVATIONS

SOUTH PERSPECTIVE
SCALE: