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Item No. 8.1.1
Design Review Committee
October 13, 2016

TO: Chair and Members of Design Review Committee

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

DATE: September 30, 2016

SUBJECT: **Case 20572: Substantive Site Plan Approval, Benjamin Wier House, 1459 Hollis Street, Halifax**

ORIGIN

Application by W.M. Fares Group

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for the mixed-use development at 1459 Hollis Street, Halifax, as shown on Attachment A;

2. Approve the two requested variances to the Land Use By-law requirements regarding setbacks for rooftop features and for mid-rise side yard stepbacks as shown in Attachment B;

3. Accept the findings of the qualitative Pedestrian Wind Assessment, as contained in Attachment C.

BACKGROUND

An application has been received from W. M. Fares Group for substantive site plan approval to enable the development of a seven storey addition to the rear of a registered heritage property known as Benjamin Wier House which is located at 1459 Hollis Street, Halifax (Map 1, Attachment A). To allow the development, the Design Review Committee must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB). This report addresses relevant guidelines of the Design Manual in order to assist the Committee in their decision.

Subject Site	A single property located at 1459 Hollis Street, Halifax which is both a municipally and provincially registered heritage property.
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Total Size	421 square metres (4527 square feet)
Site Conditions	Currently developed with a building that covers 45% of the lot
Current Land Use(s)	A single 3 storey heritage building containing office space on all floors as well as in the basement
Surrounding Land Use(s)	Surrounded by a mixture of commercial and high density residential uses, including: • A vacant lot, Keith Hall, and Keith's Brewery to the north; • A vacant lot immediately to the south; • A 21 storey condominium building (The Alexander) under construction to the east; and • Black-Binney House and Government House to the west on the opposite side of Hollis Street.

Project Description

The project involves the construction of an addition to the existing commercial building to create a mixed-use development as follows:

- Retention of the existing building, with removal of two gable windows from the rear roof, removal of a two storey rear addition, and removal of a balcony with cast iron railing at the rear;
- A 7 storey addition to the rear of the building that would result in lot coverage of 94.5%;
- Continued commercial uses within the existing building (3 storeys plus basement), and an additional 311.2 square metres (3350 square feet) of commercial space on the lower 2 storeys of the addition to create a total of 1172 square metres (12619 square feet) of commercial space;
- A total of 10 residential units (six 1-bedroom and four 2-bedroom units) in the addition;
- The 6th and 7th storeys of the addition will be cantilevered above the gable roof of the existing building by approximately seven feet;
- Commercial and residential tenant access to the building is through the existing front door, with internal access to residential areas limited through the use of security doors;
- A common landscaped rooftop terrace of 176.5 square metres (1900 square feet); and
- Vehicular access to the addition and a parking area for 3 cars as well as Class B bicycle parking via an existing, dedicated right of way to Bishop Street.

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

Regulatory Context

Municipal Planning Documents

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

- The site is within the DH-1 (Downtown Halifax) Zone and the Barrington Street South Area (Precinct 2);

- The maximum pre-bonus and post-bonus heights are 22 m;
- The required streetwall setback is "Setbacks vary" (0-4.0m); and
- The minimum streetwall height is 11 metres while the maximum height is 18.5 metres.

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, as set out in the Downtown Halifax LUB, the Development Officer is responsible for determining if a proposal meets the land use and built form requirements of the LUB. The Development Officer has reviewed the application and determined it to be in conformance with these requirements, with the exception of the upper storey side yard setback requirements and the side yard setback requirements. The applicant has requested variances to these elements (Attachment B).

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

1. Determine if the project is in keeping with the Design Manual;
2. Make decisions concerning the requested variances;
3. Determine if the project is suitable in terms of expected wind conditions on pedestrian comfort; and

Role of the Heritage Advisory Committee

The Downtown Halifax LUB requires that the Design Review Committee seek and consider the advice of the Heritage Advisory Committee (HAC) on site plan approval applications on registered heritage properties. In the case of this application, Benjamin Wier House is both a municipally and provincially registered heritage property. The Province has provided a letter of approval indicating that the proposed addition and alterations are acceptable.

At its meeting on September 23, 2015, the HAC considered a staff report, dated September 15, 2015, regarding this application for a substantial alteration to a registered heritage property. The HAC's role is to advise Regional Council respecting applications to substantially alter the external appearance of a Municipal heritage property. The report can be found at http://www.halifax.ca/boardscom/hac/documents/Hacsept2372.PDF The HAC did not approve a motion in regard to the proposal as it was unable to reach a consensus.

If the Design Review Committee approves the project, the decision of the Committee is subject to an appeal to Regional Council. Prior to the development proceeding to the permit and construction phases, a decision must first be made by Regional Council on the substantial alteration to the registered heritage building on the site, as required under the *Heritage Property Act*. If Regional Council approves the substantial alteration, the project can then proceed to the permitting and construction phases.

DISCUSSION

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 and specifies conditions under which variances to certain Land Use By-law requirements may be considered.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment D. The table indicates staff's advice as to whether the project complies with a particular guideline. In addition, it identifies circumstances where there are different possible interpretations of how the project relates to a guideline, 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. These matters, identified as "Discussion" items, are considered as follows:

Streetwall Height – Design Manual Section 3.1.3

The Design Manual states that streetwall height should generally be no less than 11 m in height, while the LUB establishes a maximum streetwall height for this site of 18.5 m. The existing heritage building with its two storey façade establishes a lower streetwall of approximately 8 m in height which will be maintained, as the 6 storey addition will be set back from the existing streetwall by 11.6 m. Given the importance of maintaining the integrity and visual prominence of the existing heritage building, increasing the height of the streetwall would not be appropriate as that would entail major changes to the facade of the existing building. No variance is required for the proposed retained streetwall and the development is consistent with the intent of the Design Manual.

Land Uses at Grade - Design Manual Section 3.2.3

The LUB in s. 8 (13) requires that the ground floor of a building that has access at the streetline shall be at least 4.5 m (14.76') in height. Although the existing heritage building on the site has a ground floor height of only 3.61 m (11.8') there is no concern over this reduced height as the intent of the Design Manual is met and no variance is required for an existing condition. Further, internal renovations to meet this requirement for the existing building would neither be feasible nor appropriate. Relative to the addition, no floor level will have a floor at the same grade as the existing ground floor of the heritage building and therefore no access to the streetline. Staff advise that no variance is required for the addition and the development is consistent with the intent of the Design Manual.

Canopies and Awnings - Design Manual Section 3.2.3 (b)

The Design Manual generally encourages canopies and awnings that project over sidewalks, as a means of providing weather protection for pedestrians. Canopies can also assist with wind mitigation (refer to *Wind Assessment* section below). However these features are only mandatory on designated pedestrian-oriented streets, and Hollis Street is not designated as such. The addition of canopies or awnings to the front façade of this heritage building is not appropriate as the original design of the building did not include these features and adding them at this time would have a negative visual impact. However, there is a small protruding balcony above the existing front door that provides partial protection. Given that the addition of this building element would be contrary to the desire to restore the building façade to its original condition, staff advise it is appropriate to not require its inclusion.

Residential Uses – Design Manual Section 3.2.4b

The LUB in S 7.5 requires separate access to the ground level for residential uses separate from other uses and the Design Manual says that residential entranceways should be clearly recognizable from the exterior. The proposal will utilize the existing central entryway on Hollis Street for access to both commercial and residential uses, and there will be an additional shared basement level entrance from the parking area to the stairway core and elevator. The intent of the LUB is to ensure that residential areas in a mixed use building cannot be accessed by non-residents. The Development Officer advises that the proposal satisfies this intent by limiting access to the residential floors of the building through use of mandatory key fob access for security doors and elevators. Without this internal secure arrangement, it would be necessary to provide a separate external entrance on the front of the building which is not appropriate given the need to maintain the façade of the heritage building. No variance is required for the entryway arrangement and the development is consistent with the intent of the Design Manual.

Building Articulation and Design - Design Manual Section 3.3.1 (a) and 3.3.4 (b)

The Design Manual calls for the articulation of building facades by distinguishing the base, middle and top portions of buildings, providing a vertical rhythm which is in keeping with the character of narrow storefronts and by providing distinctive rooftops which contribute to the skyline. The proposed design responds to these concepts in the following ways:

- The sandstone façade of the existing heritage building that establishes the streetwall also serves as the base and will be visually dominant;

- The steeply pitched roof of the existing heritage building with its two dormers serves as the middle; and
- The 6th and 7th floors of the addition serve as the top, which due to its glass façade and setback from the street will be less visible therefore allowing the heritage building to remain as the visually dominant feature on the site. The new addition may, because of its substantial setback from the street, also appear as a separate building behind the heritage building.

The Design Manual also indicates that the building top should incorporate elements of the middle and base. In this case, the top does not do this so as to differentiate the new from the existing heritage building. Staff advise that the desire for building articulation is being adhered to in the proposed development acknowledging the desire to retain and celebrate the heritage character of the existing building.

Lighting - Design Manual Section 3.5.4 (a) and (b)
The Design Manual encourages illumination of buildings and architectural features. There is currently no exterior illumination of the existing heritage building and the applicant has indicated that no renovations are being done to the front façade. Staff concur with the applicant's contention that such lighting is not appropriate at this time. Illumination of the new addition would not be appropriate as that would reduce the visual dominance of the historic structure, and the rear yard location of the addition makes lighting less desirable as such lighting is intended to be most visible within the public realm.

Heritage Guidelines- Design Manual Section 4.1
The proposed addition satisfies the intent of the Heritage Design Guidelines as established in the Design Manual. The 11.6 m setback of the addition from the street and the provision of distinct breaks in the massing through use of varied patterns and materials ensure that the visual presence of the existing building is not diminished. A staff review conducted pursuant to the Conservation Standards, as outlined in the report to HAC, indicates that the removal of the rear 2-storey addition, the two rear dormers and the cast iron balcony do not compromise the overall integrity of the heritage building.

Variance Requests
Two variances are being sought to the quantitative requirements of the Downtown Halifax LUB as follows:

Penthouse Setback Variance – Design Manual Section 3.6.2
Section 8(10) of the LUB stipulates that any rooftop features such as penthouses shall be setback at least 3 m from the outer edges of any roof. In this case, it is proposed that the elevator and stairway enclosure be built only 0.61 m from the northern edge of the roof and only 1.6 m from the southern edge. The Design Rationale explains that this is necessary due to the narrow lot width and the need to optimize the location of the elevator and stairwells.

Section 3.6.2 of the Design Manual states:

3.6.2 Side and Rear Yard Setback Variance
Side and rear yard setbacks may be varied by Site Plan Approval where:

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

The requested variance is felt to meet the standards held in criteria (a) as the variance allows a narrow site containing an existing heritage resource to be developed in a form and with uses appropriate for the unique context of the site. Regarding criterion (b), no negative impact on the abutting vacant lot to the north is anticipated. It has been assessed that this adjacent lot can be developed without the setback unduly impacting its potential. Therefore, based on the provided rationale and the fact that the requested variance has minimal visual impact, the variance is consistent with the objectives of the Design Manual and should be approved.

Mid-Rise Building Setbacks – Design Manual Section 3.6.6

Section 10 (4) of the LUB requires that any portion of a building above a height of 18.5 m be setback from interior lot lines. The dimension of the setback is to be either 10% of the lot width or 5.5 m, whichever is less. Based on the lot width of 45 feet, a 4.5-foot setback would therefore be required. The variance request as outlined in Attachment B would result in the 7th floor and the uppermost portion of the 6th floor being built to the side property lines instead of meeting the setback. At the rear the uppermost portion of the 6th floor would also intrude into the setback, while the 7th floor would meet the requirement. Section 3.6.6 of the Design Manual states:

3.6.6 Upper Storey Side Yard Stepback Variance
The setbacks requirements of this section may be varied by Site Plan Approval where:
a. the upper storey side yard stepback is consistent with the objectives and guidelines of the Design Manual; and
b. where the height of the building is substantially lower than the maximum permitted building height and the setback reduction is proportional to that lower height; or
c. a reduction in setback results in the concealment of an existing blank wall with a new, well-designed structure.

The requested variance can be considered under criteria (a) as it is felt that the variance would not result in a condition where additional height and mass is unduly impacting adjacent or nearby development, nor the public realm. The requested variance can be considered under criteria b, on the basis as explained in the Design Rationale that the amount of the site that would be built to the maximum height is substantially less than permitted by the LUB (Attachment B). The cantilevered portion of the addition that is visible from the street will be setback 11.6 m from the street. However, the addition could be built as close as 3 m to the streetwall, which means there is an 8.6 m depth of undeveloped building height and volume over the heritage building. The requested reduction in side yard stepback represents a small proportion of the undeveloped height, at only 1.4 m on each side of the building. Meeting the stepback requirement would not provide any improvement to the visual relationship between the old and the new in this project. Based on the provided rationale and the fact that the requested variance has minimal visual impact, the variance is consistent with the objectives of the Design Manual and should be approved.

Wind Assessment
A qualitative wind impact assessment was prepared by Ekistics Planning & Design for the project (Attachment C). The purpose of the assessment is to determine whether the site and its surroundings will be safe and comfortable for pedestrians once the new building is constructed. The concern with respect to wind conditions is whether the site, and in particular the surrounding sidewalks, will be comfortable for their intended usage. Wind conditions are rated in terms of relative comfort for different pedestrian activities that include “sitting”, “standing”, and “walking.” The assessment finds that since the development is located between two high rise towers and will consist of a rear addition to an existing building that will be retained, that there will be minimal impacts to pedestrian comfort along the sidewalks.

Conclusion
Staff advise that the proposed development and the requested variances are consistent with the objectives and guidelines of the Design Manual. It is, therefore, recommended that the substantive site plan approval application be approved along with the requested variances.

FINANCIAL IMPLICATIONS

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

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this report.

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 March 30, 2016.

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES

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

2. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific guidelines of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

ATTACHMENTS

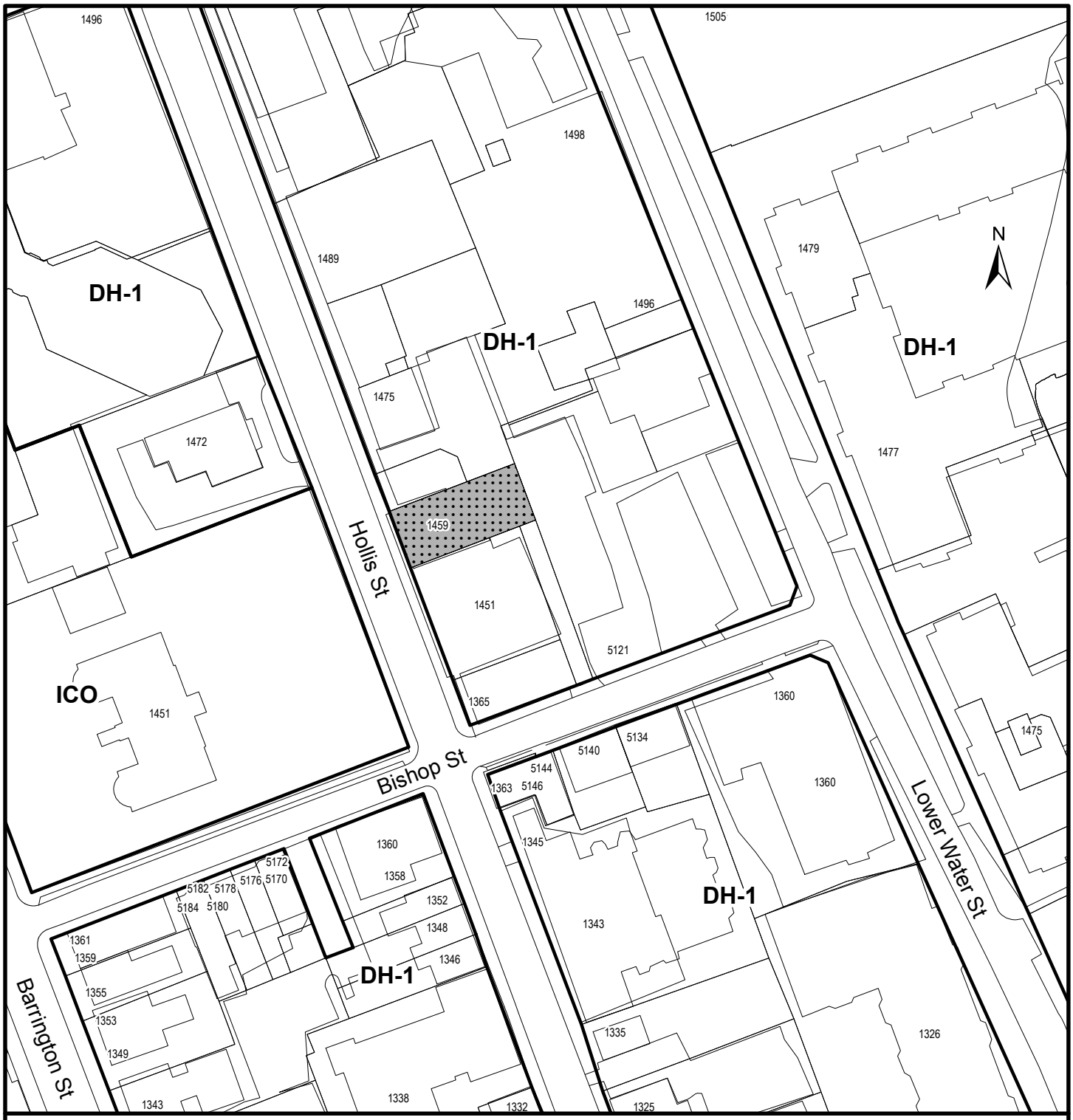
Map 1 Location and Zoning

Attachment A Site Plan Approval Plans
Attachment B Design Rationale and Requested Variances
Attachment C Pedestrian Wind Assessment
Attachment D Design Manual Checklist

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: Mitch Dickey, MCIP LPP, Planner II, 902.490.5719

Report Approved by: Original signed by
Kelly Denty, Manager of Current Planning, 902.490.6100



Map 1 - Location and Zoning

1459 Hollis Street
Halifax

HALIFAX

Subject Property

Zone

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

Downtown Halifax
Plan Area

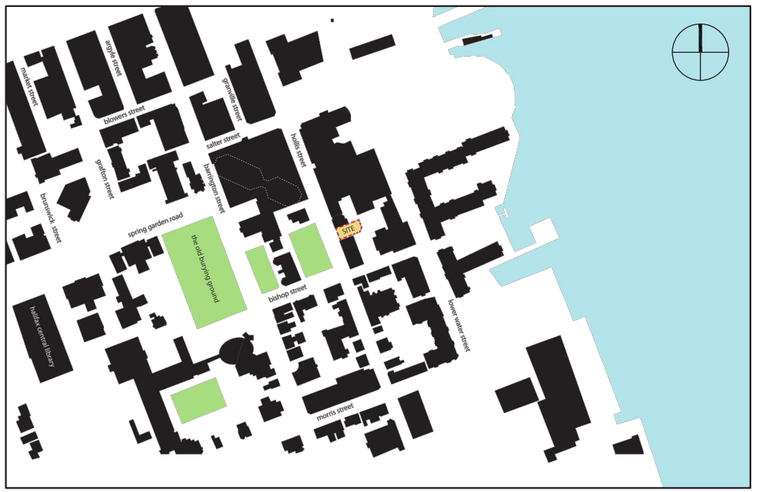
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

ATTACHMENT A
SITE PLAN APPROVAL PLANS

DOWNTOWN HALIFAX SITE PLAN APPROVAL APPLICATION

CONTEXT MAP



BENJAMIN WIER ADDITION

DATE: 29 APR 2016

WM FARES
ARCHITECTS

BENJAMIN WIER ADDITION (10 FEB 2016)			
LEVEL	RESIDENTIAL UNIT COUNT	COMMERCIAL GROSS AREA	TOTAL GROSS AREA SF
PARKING		2,564 EXISTING	2,564
MAIN		4,145 COMBINED	4,145
SECOND		2,374 NEW ADDITION	2,374
THIRD	2	1,768 EXISTING	4,145
FOURTH	2	1,768 EXISTING	3,797
FIFTH	2		2,375
SIXTH	2		2,686
SEVENTH	2		2,508
ROOF			509
TOTAL:	10	12,619 SF	25,103 SF
PROPERTY AREA	4,528 SF		
LOT COVERAGE	± 4,279 SF (94.5%)		
NEW COMMERCIAL AREA	± 3,356 SF		
LEVEL 800 ROOFTOP LANDSCAPE	± 1,900 SF		
LANDSCAPE OPEN SPACE AT GRADE	±110		
TOTAL LANDSCAPE OPEN SPACE:	± 2,010 SF		
TOTAL BELOW GRADE PARKING	3		
TOTAL BICYCLE PARKING	7		

NOTE: LEVEL 2 EXCLUDES EXISTING BUILDING FOOTPRINT IN GROSS AREA CALCULATION

BENJAMIN WIER ADDITION

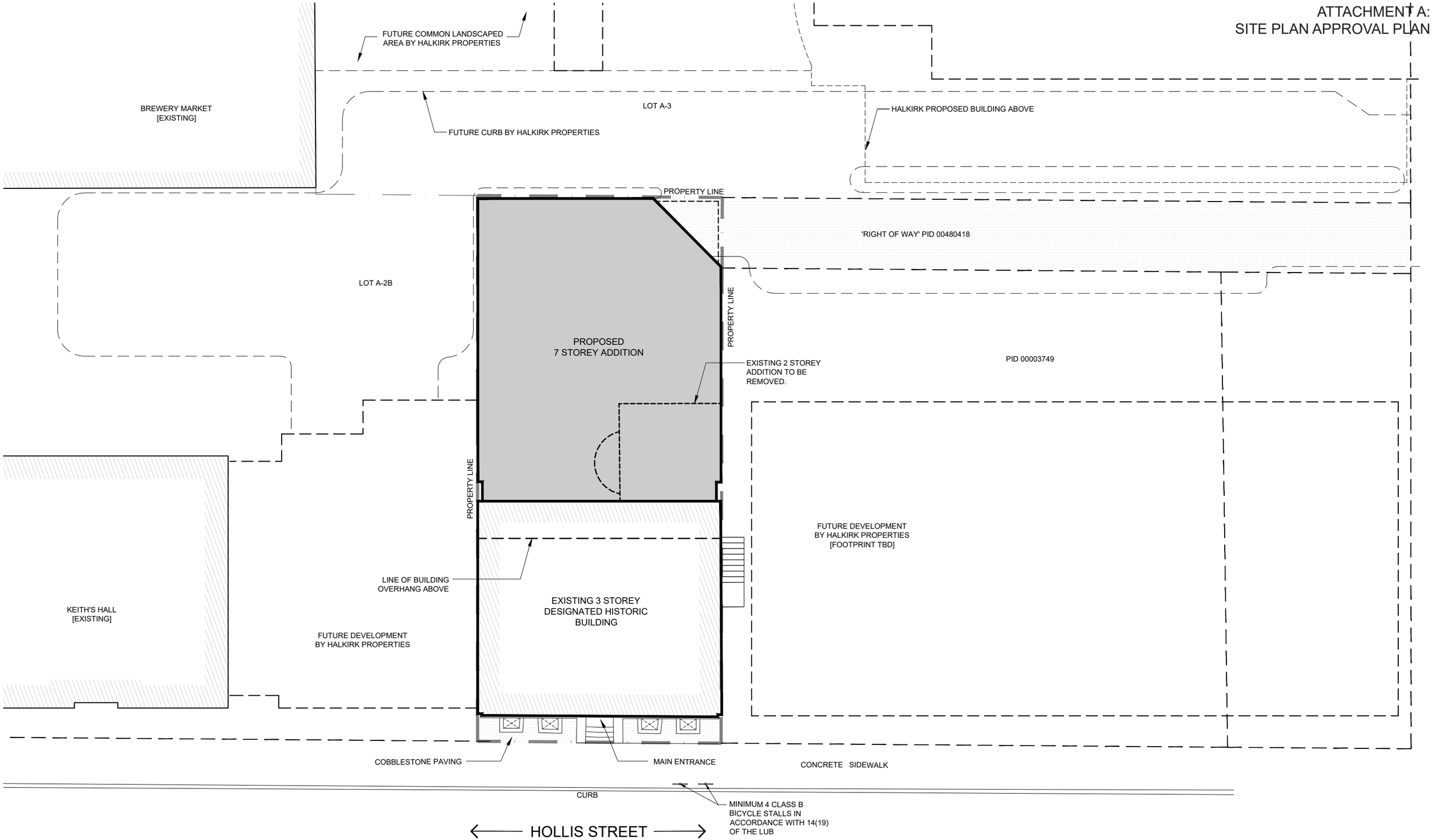
1459 HOLLIS STREET, HALIFAX

DATA TABLE

Project No.: P2012.12
Scale: NTS
Date: 29 APR 2016

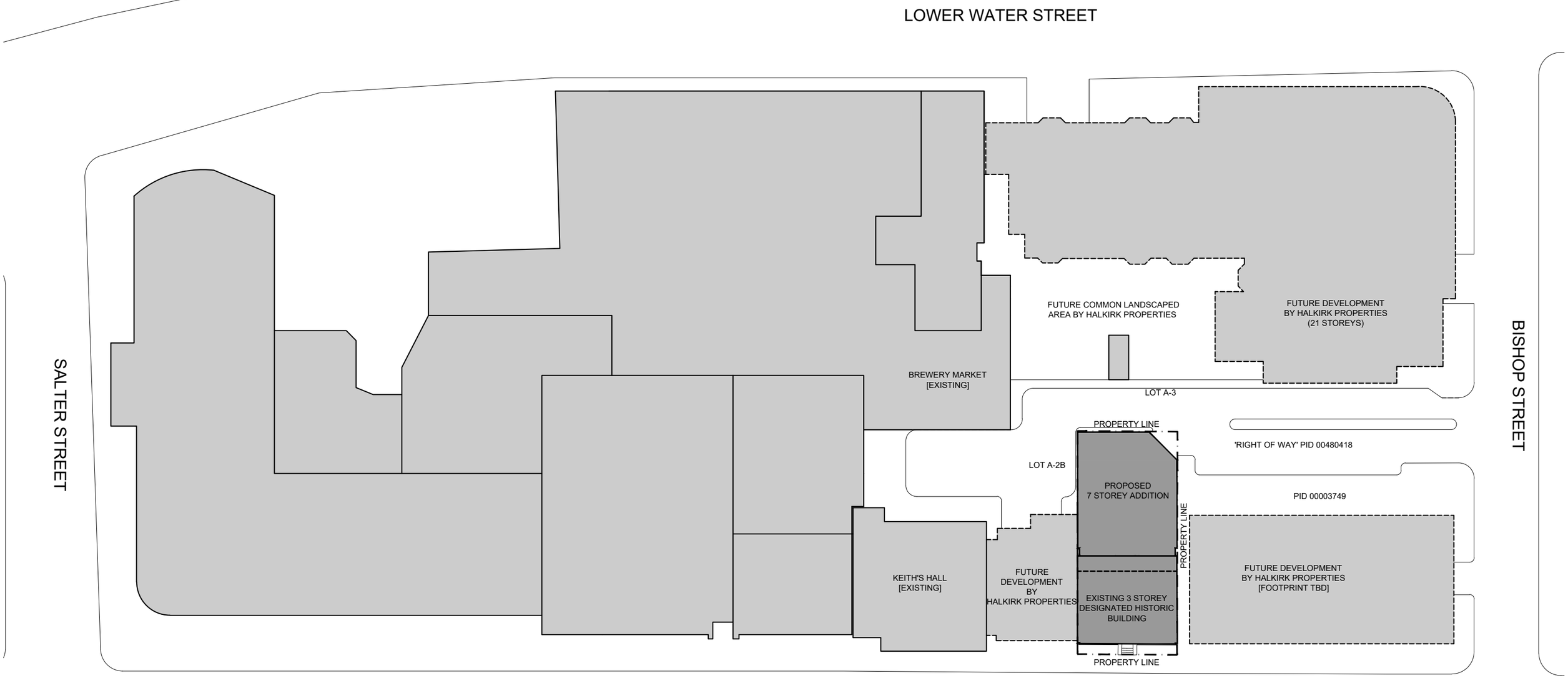
WM FARES ARCHITECTS

ATTACHMENT A:
SITE PLAN APPROVAL PLAN



BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	**SITE PLAN**	Project No.: P2012.12 Scale: 1/16" = 1'-0" Date: 12 AUG 2016	WM FARES ARCHITECTS **SDP**

ATTACHMENT A:
SITE PLAN APPROVAL PLAN



BENJAMIN WIER ADDITION

1459 HOLLIS STREET, HALIFAX

CONTEXT MAP

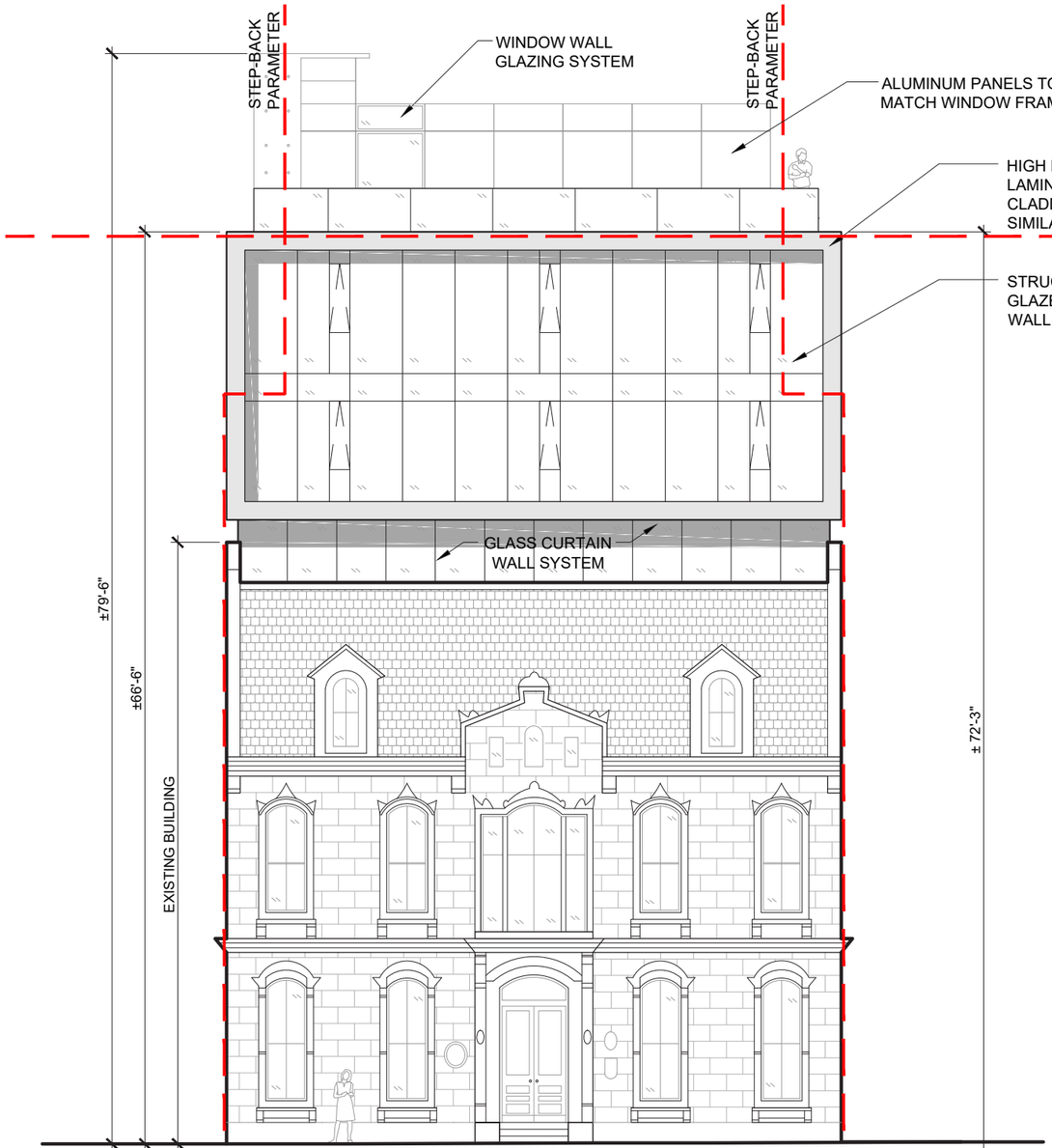
Project No.:	P2012.12
Scale:	NTS
Date:	29 APR 2016

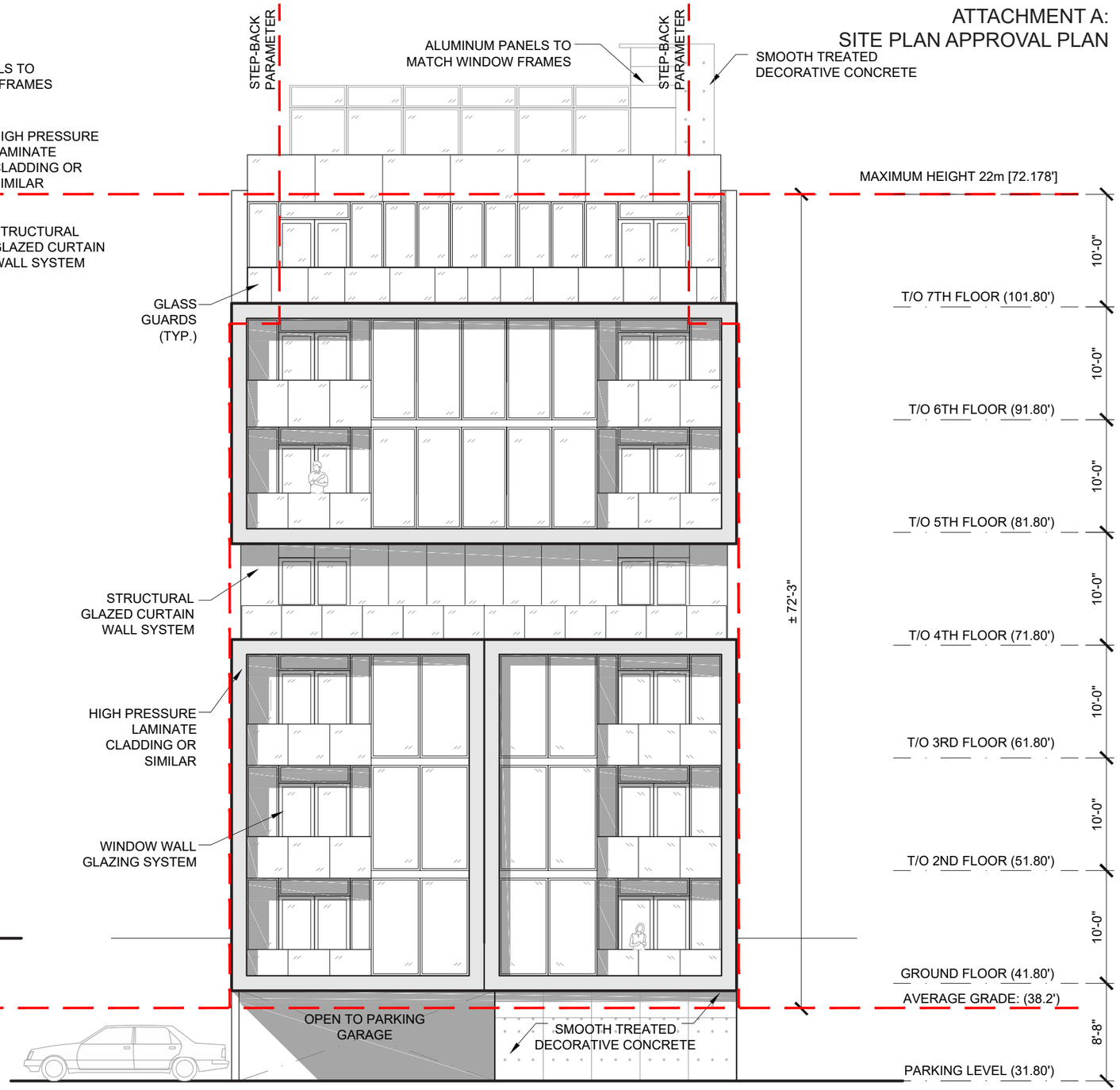
WM FARES
ARCHITECTS

ATTACHMENT A:
SITE PLAN APPROVAL PLAN

BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	HOLLIS STREETSCAPE **ELEVATIONS**	Project No.: P2012.12 Scale: 3/32" = 1'-0" Date: 29 APR 2016		WM FARES ARCHITECTS	**A0**

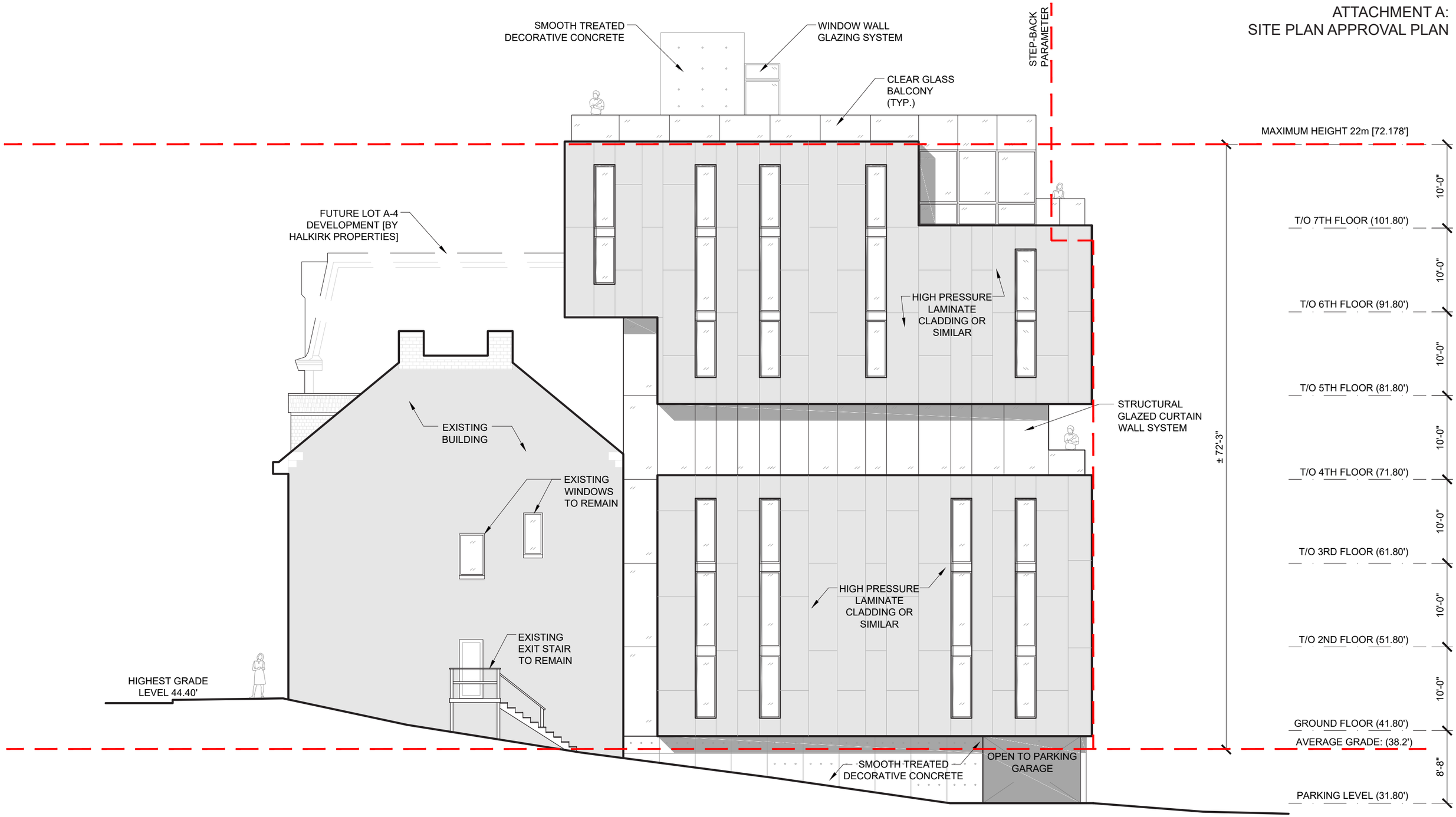
ATTACHMENT A:
SITE PLAN APPROVAL PLAN





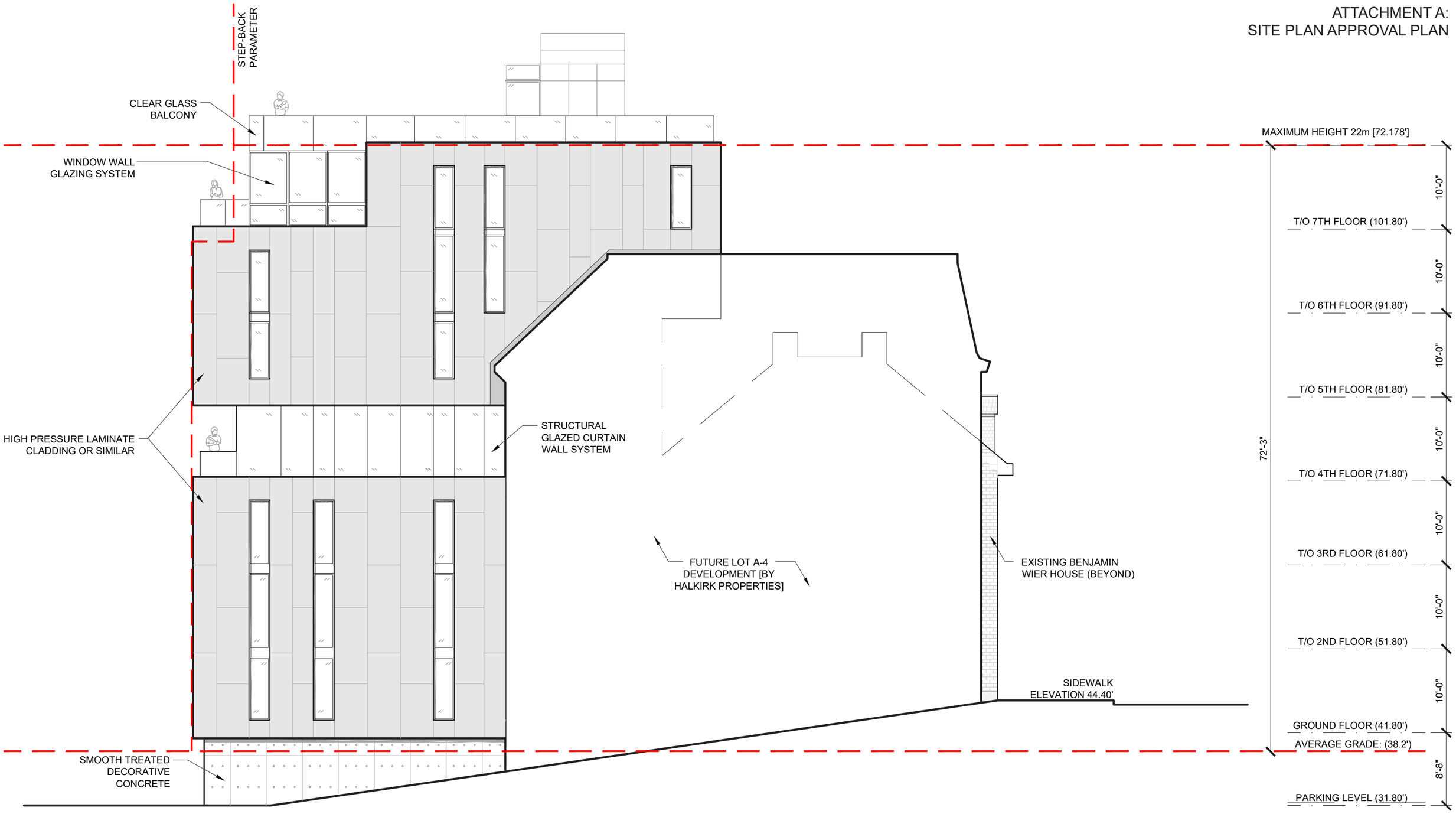
BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	WEST AND EAST **ELEVATIONS**	Project No.: P2012.12 Scale: 3/32" = 1'-0" Date: 12 AUG 2016		WM FARES ARCHITECTS **A1**

ATTACHMENT A:
SITE PLAN APPROVAL PLAN



BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	SOUTH **ELEVATIONS**	Project No.: P2012.12 Scale: 3/32" = 1'-0" Date: 12 AUG 2016		WM FARES ARCHITECTS	A2

ATTACHMENT A:
SITE PLAN APPROVAL PLAN



BENJAMIN WIER ADDITION

1459 HOLLIS STREET, HALIFAX

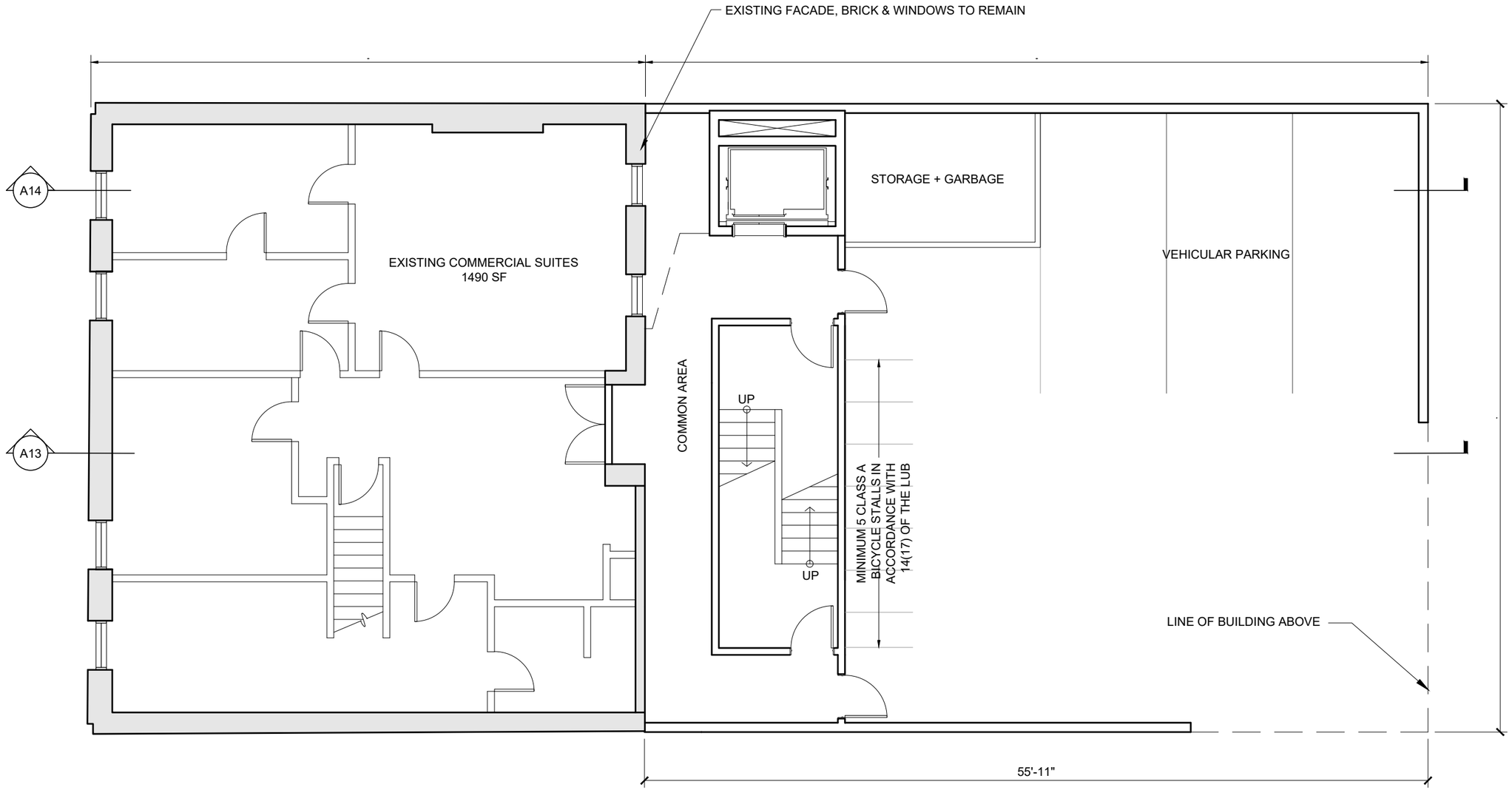
NORTH

ELEVATIONS

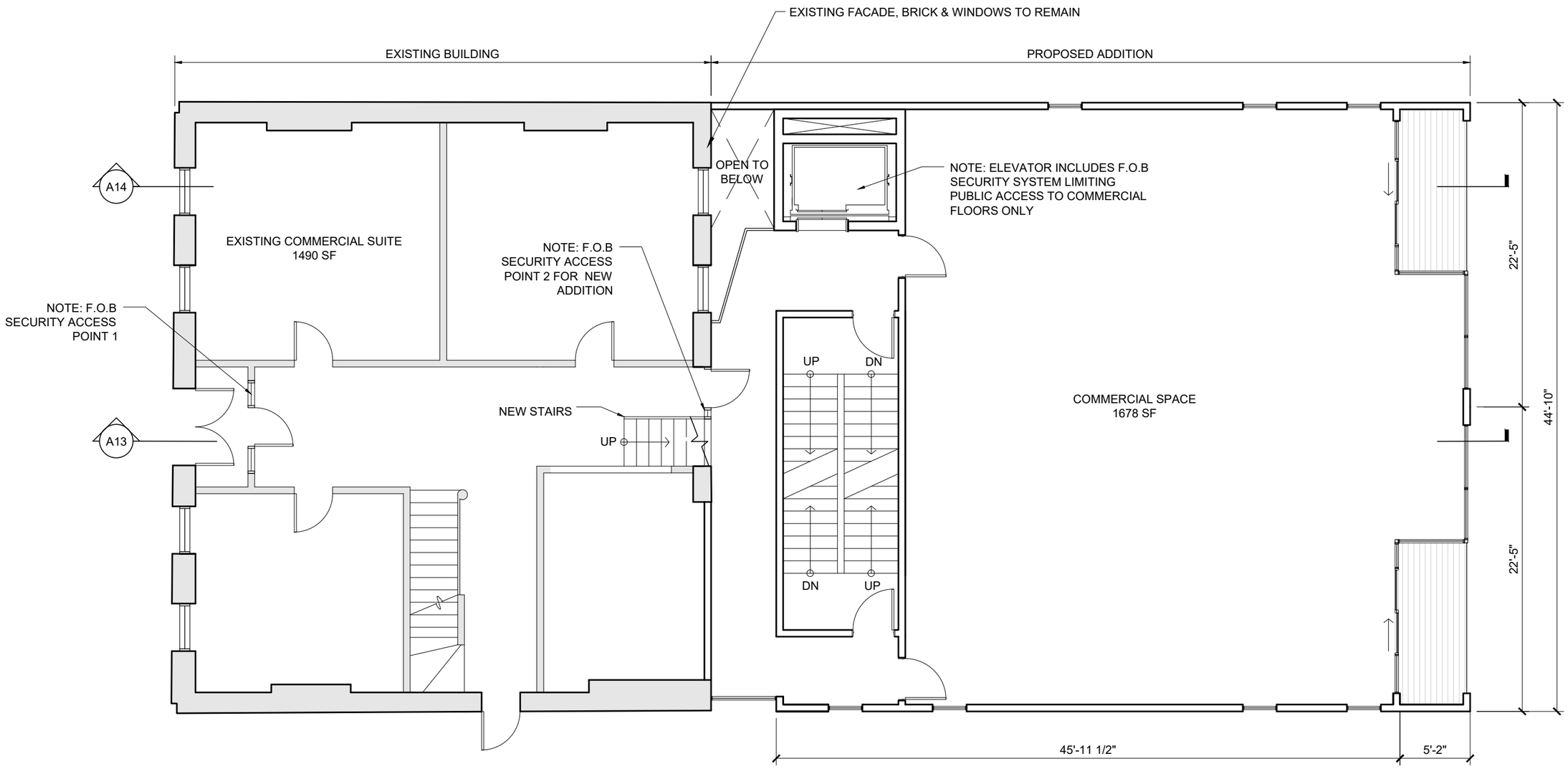
Project No.:	P2012.12
Scale:	3/32" = 1'-0"
Date:	29 APR 2016

WM FARES ARCHITECTS

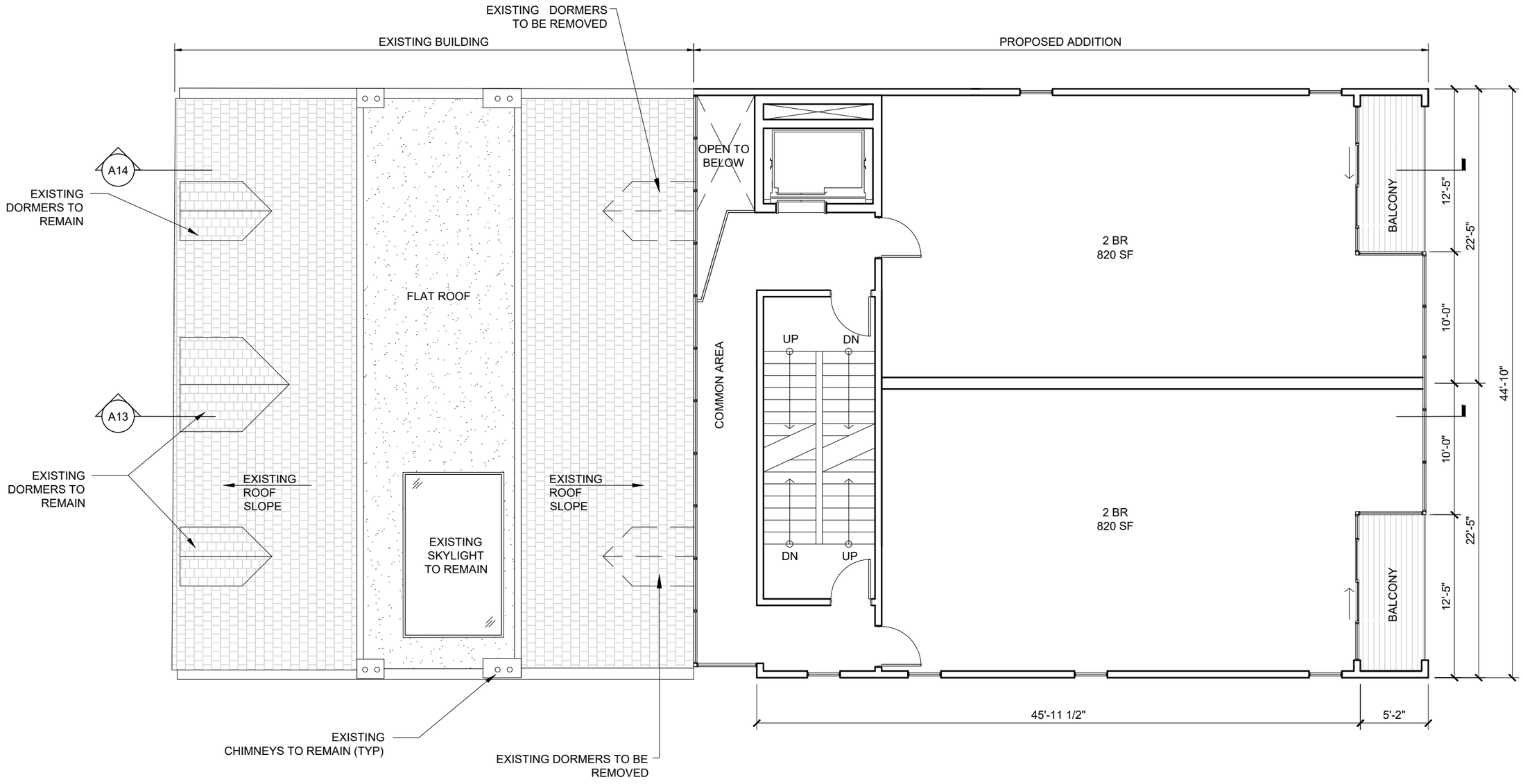
A3



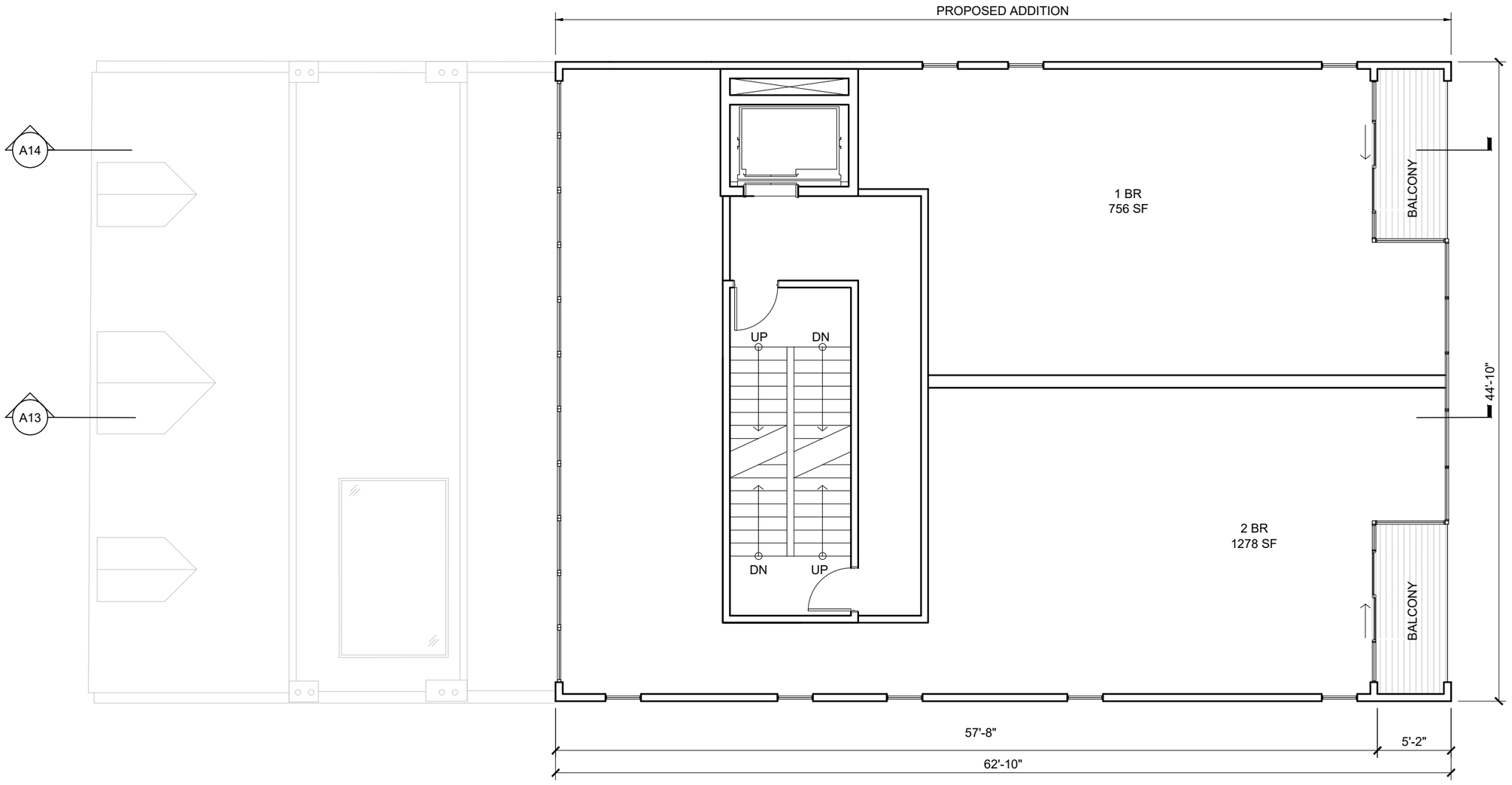
BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	PARKING LEVEL **FLOOR PLANS**	Project No.: P2012.12 Scale: 1/8" = 1'-0" Date: 12 AUG 2016	WM FARES ARCHITECTS **A4**



BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	MAIN LEVEL **FLOOR PLANS**	Project No.: P2012.12 Scale: 1/8" = 1'-0" Date: 12 AUG 2016	WM FARES ARCHITECTS	**A5**



BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	FIFTH LEVEL **FLOOR PLANS**	Project No.: P2012.12 Scale: 1/8" = 1'-0" Date: 29 APR 2016	WM FARES ARCHITECTS	**A9**



BENJAMIN WIER ADDITION

1459 HOLLIS STREET, HALIFAX

SIXTH LEVEL

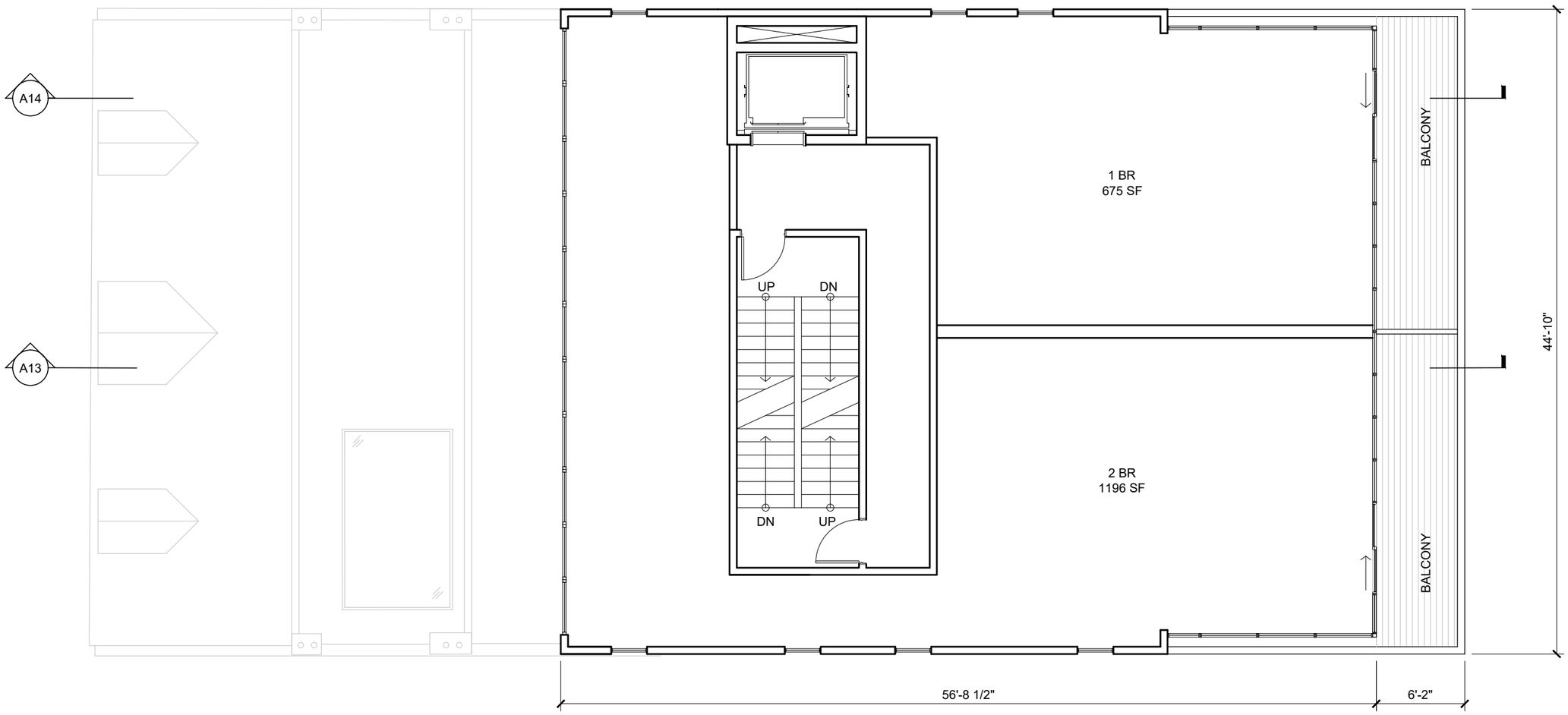
FLOOR PLANS

Project No.:	P2012.12
Scale:	1/8" = 1'-0"
Date:	29 APR 2016

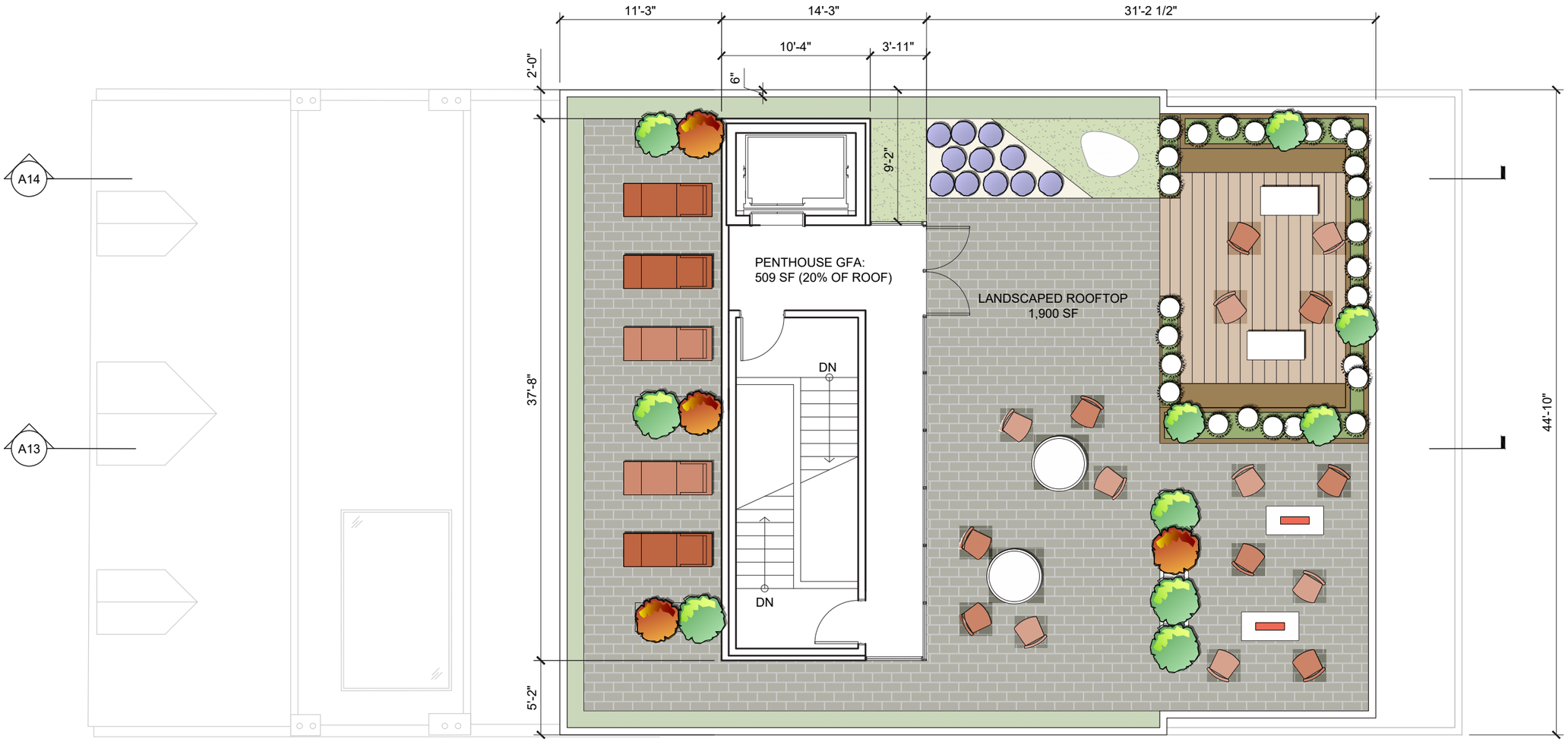
WM FARES ARCHITECTS

A10

ATTACHMENT A:
SITE PLAN APPROVAL PLAN



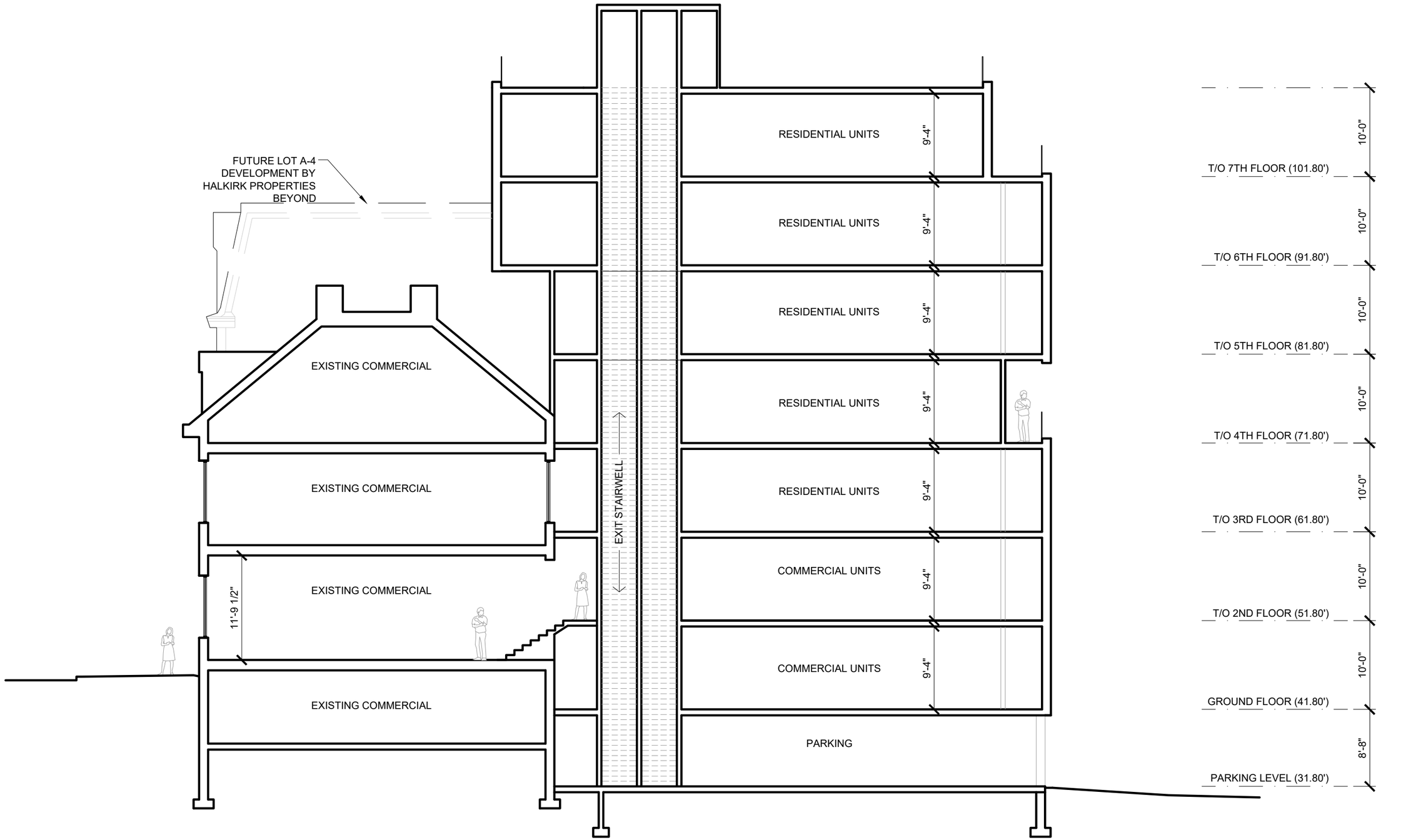
BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	SEVENTH LEVEL **FLOOR PLANS**	Project No.: P2012.12 Scale: 1/8" = 1'-0" Date: 29 APR 2016	WM FARES ARCHITECTS	**A11**



Note: Roof of penthouse to be landscaped

BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	ROOF LEVEL **FLOOR PLANS**	Project No.: P2012.12 Scale: 1/8" = 1'-0" Date: 12 AUG 2016	WM FARES ARCHITECTS	A12

ATTACHMENT A:
SITE PLAN APPROVAL PLAN



BENJAMIN WIER ADDITION

1459 HOLLIS STREET, HALIFAX

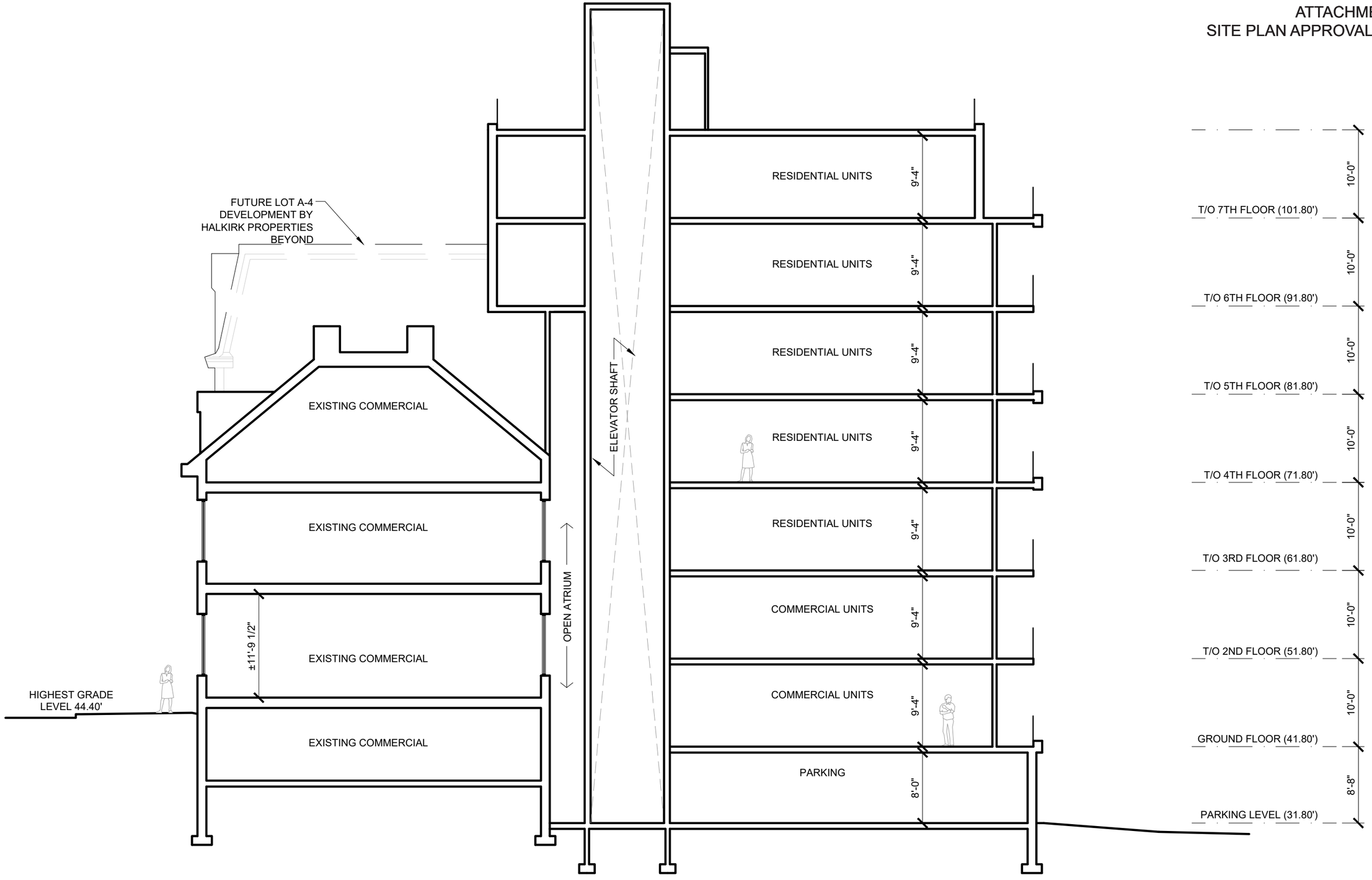
SECTION A

Project No.:	P2012.12
Scale:	3/32" = 1'-0"
Date:	12 AUG 2016

WM FARES ARCHITECTS

A13

ATTACHMENT A:
SITE PLAN APPROVAL PLAN



BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	**SECTION B**	Project No.: P2012.12 Scale: 3/32" =1'-0" Date: 12 AUG 2016		WM FARES ARCHITECTS	**A14**

ATTACHMENT A:
SITE PLAN
APPROVAL PLAN

BENJAMIN WIER ADDITION

1459 HOLLIS STREET, HALIFAX

RENDER

Project No.:	P2012.12
Scale:	NTS
Date:	29 APR 2016

WM FARES ARCHITECTS

A15

BENJAMIN WIER HOUSE ADDITION | APRIL 29th 2016

Design Rational & Variance Report

History and Neighbourhood Context

The subject property is approximately 4500 square feet in area and is located at the civic address of 1459 Hollis Street [PID#00003756] between Bishop and Salter Street. The existing structure was originally built by Henry Peters for Benjamin Wier back in 1863 whom later became a member of the Canadian Senate. Other significant residents include fathers of the confederation William Henry between 1884 and 1885, and Sir Adams Archibald between 1885 and 1892. The building then became home to the Elk's Club fraternity in 1930, and remained under their ownership until it was acquired by the current owner in 1983. Since the Elk's club had left the home in a deteriorated unlivable state, the current owner underwent extensive renovations to restore significant architectural elements including the structure, the roof, balconies, fireplaces, moldings, windows, doors, and stairs. The home was later designated as a provincial heritage property in 1987 through the efforts and resources of the current owner, and is currently used as their office space.

The surrounding neighbourhood block between Bishop and Salter Street includes various prominent historic sites including the Keith Hall, the Brewery, Black-Binney House, St. Mathew's United Church, and Government House. The aim of our design proposal is to bring a fresh new identity and civic presence to Benjamin Wier House and reinforce the surrounding historic context through modest architectural design strategies and mixed-use programing.

Project Description and Programing

Although the surrounding city block predominately houses institutional and commercial office space, Hollis Street transitions into an urban residential neighbourhood between Bishop and South Street that is characterized by various Georgian and Victorian style single family dwellings. Our proposal contributes to this residential fabric with a seven storey mixed-use addition sited at the back of the lot whilst maintaining prominent character defining elements of Benjamin Wier House.

The original 3 storey structure and roof line will be left intact, including all exterior sandstone detailing, windows, and wrought iron balconies. The existing interior has been well maintained over the years, thus major interior alterations will not be considered. Minor interior renovations may include painting and updating to current code standards where applicable. We are proposing to remove the existing 2-storey rear addition to maximize the full potential of effective and efficient living space in the proposed design (refer to site and building plans).

The new 7-storey addition consists of approximately 3,350 square feet of office space on the ground and second floors and approximately 8,500 square feet of modern residential suites.

The addition also includes a 1,900 square foot landscaped rooftop accessible to all tenants. Vehicular access and drop off zone is accessed via a designated right-of-way [PID#00480418] via Bishop Street.

Historic Rehabilitation + Architectural Design Strategies

The proposed addition has no intent of neoclassicism or historic mimicry. Instead, the addition takes on a modern form with contemporary interpretations of scale and proportion that can be found in the Benjamin Wier façade. The concept of our proposal hinges on the use of contrast between old and new to provide visual prominence and strong historic identity to the street-front of Benjamin Wier House. This is achieved by simple architectural massing strategies coupled with specific material selection that follow building form and setbacks. A summary of some of these key strategies are outlined below:

- The new addition takes on the shape of two solid forms characterised by a panel cladding system. These two solid forms are separated by a horizontal void with the use of a glass curtain wall system on the third level. This horizontal band of glazing creates the impression of a smaller-scale building of compartments as opposed to a monolithic 7-storey building.

- A secondary continuous band of glass is also utilized vertically as a design strategy to transition and visually separate the heritage building from the new addition. This vertical threshold of glazing runs from ground floor to the 4th floor, increasing natural light to common areas.

- Common areas (corridors) from parking level to the 3rd floor run parallel with the width of the existing house, abutting the former East exterior façade. The intent here is to retain and expose the brick façade internally, creating a tactile and visual backdrop to common circulation areas. In addition, the North East most corner of the existing rear façade is fully exposed from ground to roofline via an open atrium. This feature allows for residence to appreciate the existing façade and window arrangements in it's entirety. These strategies are additional means of transitioning and initiating an architectural language between old and new.

- The rear dormers will be removed due to their close proximity to the addition. From a construction and technical perspective, the dormers will pose significant issues with regards to snow-build up and rain-water drainage. From a conceptual point of view, a visual threshold or 'breathing space' between the two structures is necessary to reinforce the design intent of defining old and new (see south and north elevations). The zone underneath the addition's cantilever will be too cluttered if the dormers are retained.

- The existing Romeo and Juliet balcony (installed in 1984) impedes on the circulation requirements and space efficiency within the new addition. Therefore, the balcony will be

donated to Renovators Resources for future re-appropriated use, or re-located on the communal roof-top terrace as a tongue-and-cheek installation.

- Glass curtain wall systems are set-back from the building face to create depth, and allow space for potential landscaping

- Due to the nature of the interior lot conditions, the rear (East) façade of the addition is fully glazed to maximise the otherwise minimal daylight penetration into the building. All units will have balconies and or terraces with unobstructed views over Bishop's Landing to the Halifax Harbour.

- The architectural detailing, and panel cladding system will render matte, clean and modern; creating contrast with the decorative Italianate style of the existing house. We have also integrated simple glass volumes at both the front and rear facades to further exemplify old versus new. Strong precedents of these architectural design strategies are evident in several award winning rehabilitation projects across Canada.

- The view and massing from the streetscape is critical to the success of this project. Since the proposed development retains the existing house and roof line, the addition is naturally set-back 11.6 metres from the street lot-line; giving Benjamin Wier House significant dominance and identity. Furthermore, roof setbacks and the introduction of a horizontal band of glazing just above the existing rear roof line gives an effect of a modest 2-storey structure that 'floats' above the historic home.

Requested Variances

Our development conforms to all major LUB requirements including maximum building height and landscape requirements for DH-1 Zoning. Our proposal will require 2 minor variances as set out by the DH LUB pertaining to mid-rise step backs [Section 10(4)], and rooftop setbacks [Section 8(10)]. It is our desire that HRM Staff and Design Review Committee members consider the significant impact of current regulations on the above architectural design strategies which would restrict our merit to preserve the historic identity of Benjamin Weir House and enhance the relationship between old and new. A summary and rationale of these amendments are listed below for your review:

1. Our current proposal conforms to the maximum height requirement of 22 meters; however a minor variance is requested for the minimum 3 meter setback [section (8)(10)] of the roof enclosure which houses vertical access and elevator shafts. The location of the elevator shaft and exit stair are optimized within the tight confines of a 45-foot wide lot, the conservation of the heritage structure, and conforming to current building codes. Furthermore, this configuration plays a significant role in the expression and exposure of the existing East façade in corridors. Rotating or relocating this circulation core will be detrimental to organizing and design principals in place.

2. Based on the lot's width of 45 feet, a 4-1/2 foot upper-storey side yard step back is required. We are requesting an amendment to this requirement as indicated in the elevations below. This step-back will have a cascade effect on the internal organization of the new addition which will compromise our building design, and the unique old/new dialogue that we are trying to achieve in common areas. the proposed architectural detailing and materials will render subtle, clean and modern creating a contrast with the decorative Italianate style of the existing house. This is consistent with our design objective to minimize the visual presence of upper levels and enhance the visual prominence of the heritage asset, which is consistent with the Downtown Halifax Design Manual - section 4.4.3 of the Heritage Design Guidelines. Introducing this upper-storey step-back will undermine our design objective.

When assessing the above 2 variances, it is important for Staff and DRC members to consider our holistic site approach. Both owner and designer have a great deal of appreciation for the heritage value of the building, and from the onset recognized the importance of preserving the three-dimensional character of the building envelope. Consequentially, the existing street-wall is being maintained despite an allowable street-wall height of 18.5 meters, and the proposed addition is set back 38 feet from the street lot-line providing a good transition from the street related levels. This is consistent with the Downtown Halifax Design Manual - section 4.4.2 of the Heritage Design Guidelines. The loss in gross building area as a result of the owner's investment in the heritage component, is significantly higher than the space gained through the sought variances. Had there been no heritage component at the subject site, or had we opted to preserve only the two-dimensional character of the existing building, the overall mass of the building including the street-wall height would have been substantially higher.

Conclusion:

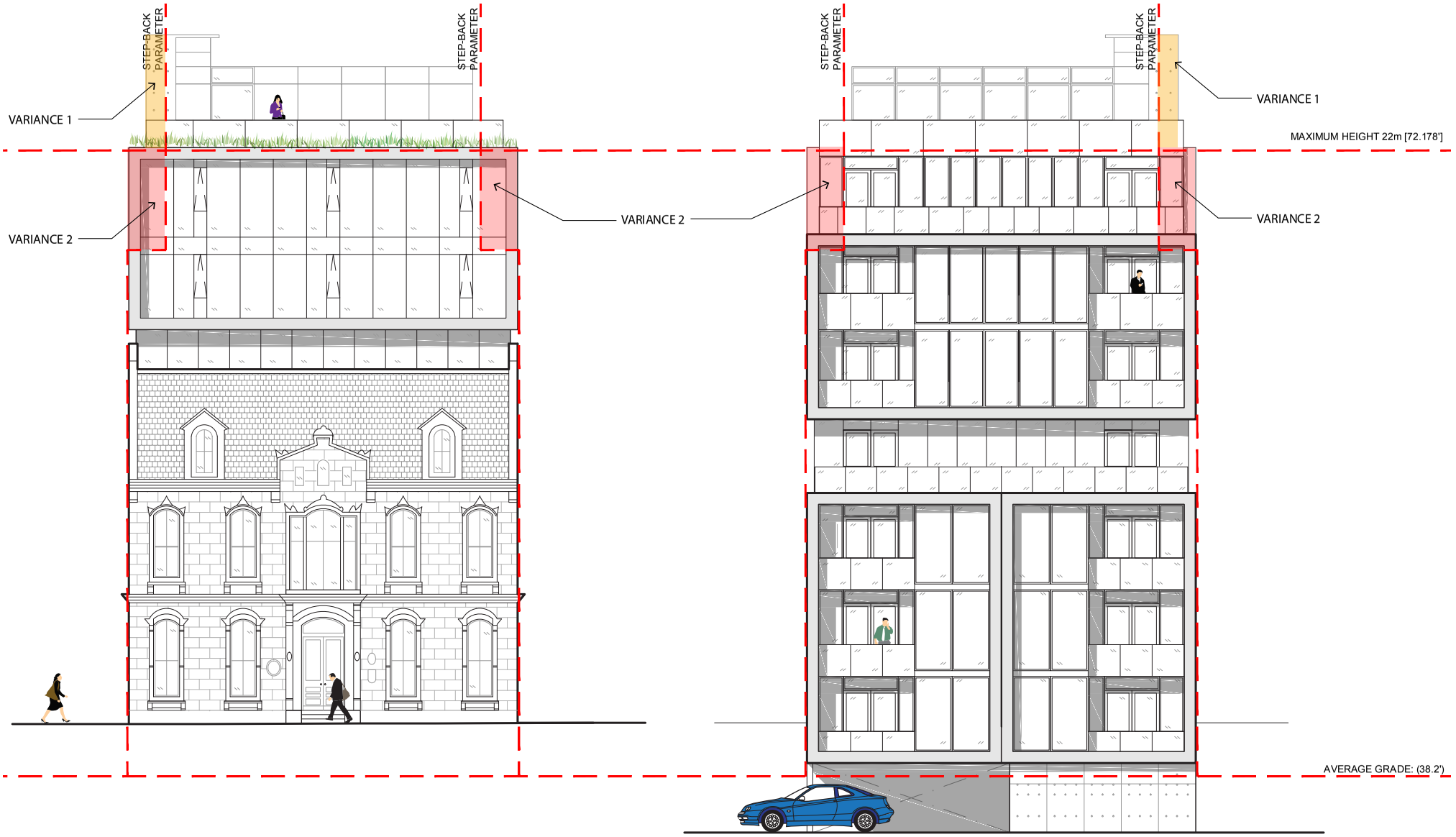
This mixed-use addition supports HRM Regional Plan by promoting residential growth and densification of the downtown core through rear-lot infill and revitalization. More importantly, the proposal reinforces the historic prominence of the Benjamin Wier House through contemporary design strategies and ensures its preservation for future generations to come.

We thank you for considering our application and look forward to working with both municipal and provincial heritage committees in the initiation of this exciting project.

Kind Regards,

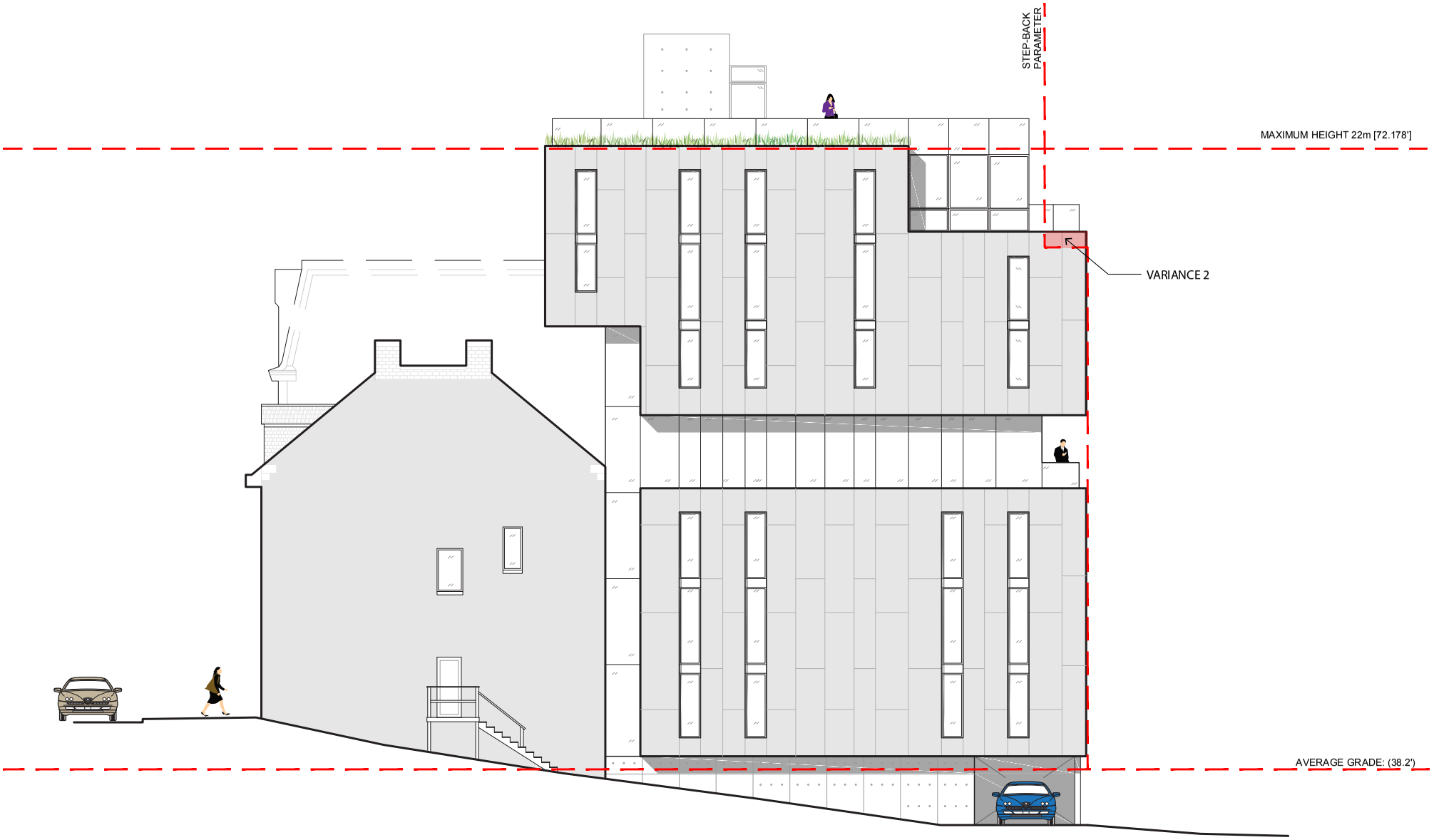
Jacob JeBailey, Architect
RAIC, NSAA, OAA, M.Arch, BEDS
WM FARES Architects

ATTACHMENT B: DESIGN RATIONALE AND REQUESTED VARIANCES

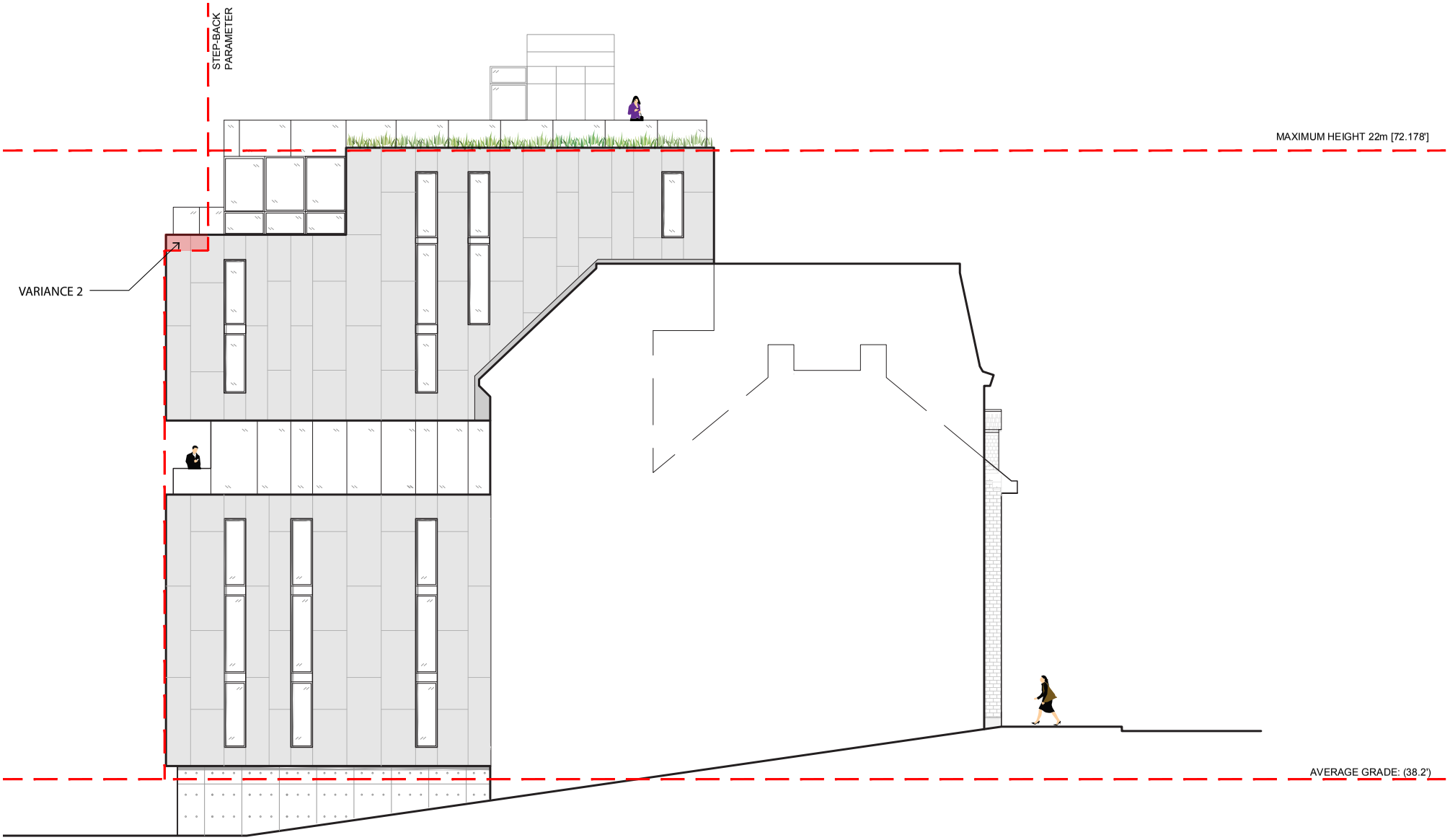


BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	WEST ELEVATION [HOLLIS ST] **APPENDIX A**	Project No.: 2012.12 Scale: NTS Date: 29 APRIL 2016	WM FARES ARCHITECTS	**ASK1**

ATTACHMENT B: DESIGN RATIONALE AND REQUESTED VARIANCES



BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	SOUTH ELEVATION **APPENDIX A**	Project No.: 2012.12 Scale: NTS Date: 29 APRIL 2016	WM FARES ARCHITECTS	**ASK2**



BENJAMIN WIER ADDITION 1459 HOLLIS STREET, HALIFAX	NORTH ELEVATION **APPENDIX A**	Project No.: 2012.12 Scale: NTS Date: 29 APRIL 2016	WM FARES ARCHITECTS	**ASK3**

September 8, 2014

Jacob JeBailey
Architect
W.M. Fares Group
3480 Joseph Howe Drive
Halifax, NS B3L 4H7

RE: Benjamin Wier Proposed Addition Wind Impact Qualitative Assessment

Jacob,

The 6-storey proposed addition by W.M. Fares Group is located at 1459 Hollis Street. This parcel represents less than 2% of the city block bounded by Hollis, Lower Water Bishop and Salter Streets. To the east of the site is the Historic Farmers Market. Government House is situated across Hollis Street, to the west of the site. Northwest of the site, approximately 50 metres away, sits the 20-storey Maritime Centre notable for the challenging wind conditions that have resulted from its design. In fact, the Benjamin Wier site takes the full brunt of the winter north-westerly winds that result from Maritime Centre. North, east and south of the site are several mixed-use commercial buildings which vary in height from 1 to 8-storeys. Steep terrain east of the site, sloping down to the Halifax Harbour also contributes to variation in surrounding building heights, and their subsequent influences on wind patterns. As well, the approved 21-storey Brewery Tower proposal to the direct east of this site will have a significantly greater impact on wind patterns than this addition.

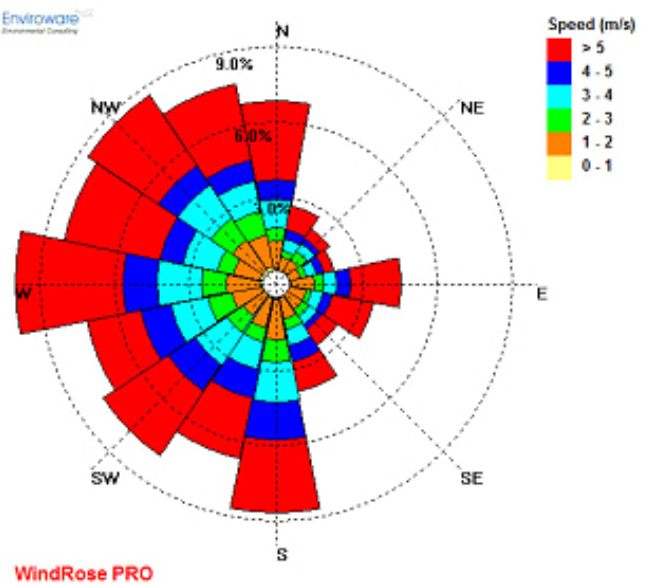


Figure 1. Wind Rose for Shearwater Airport.
Diagram shows winds in the FROM direction.

The following assessment looks to interpret the probable impacts to existing wind speed intensity and turbulence on surrounding properties and sidewalks as a direct result of this development. To this end, wind data recorded at the local Shearwater Airport between 1953 and 2000 was assembled and analyzed using Windrose Pro 2.3 to understand the intensity, frequency, and direction of winds at the proposed site. The resulting diagram (Fig. 1) shows that the highest and most frequent wind speeds come **from** the west and south. During fall and winter months wind primarily blows from the north-west to west. Throughout the spring and summer south and south-westerly winds prevail. The relative distribution of higher wind speeds are somewhat constant from the north, north-west, and south-west. High winds from the north-east, east, and south-east are substantially infrequent when compared to other directions. Fig. 2 illustrates these implications for the given site.

Proposed is an addition to the Provincially registered Historic Property: The Benjamin Wier House. Much of the site has been cleared and operates as parking for the Historic Farmers Market.

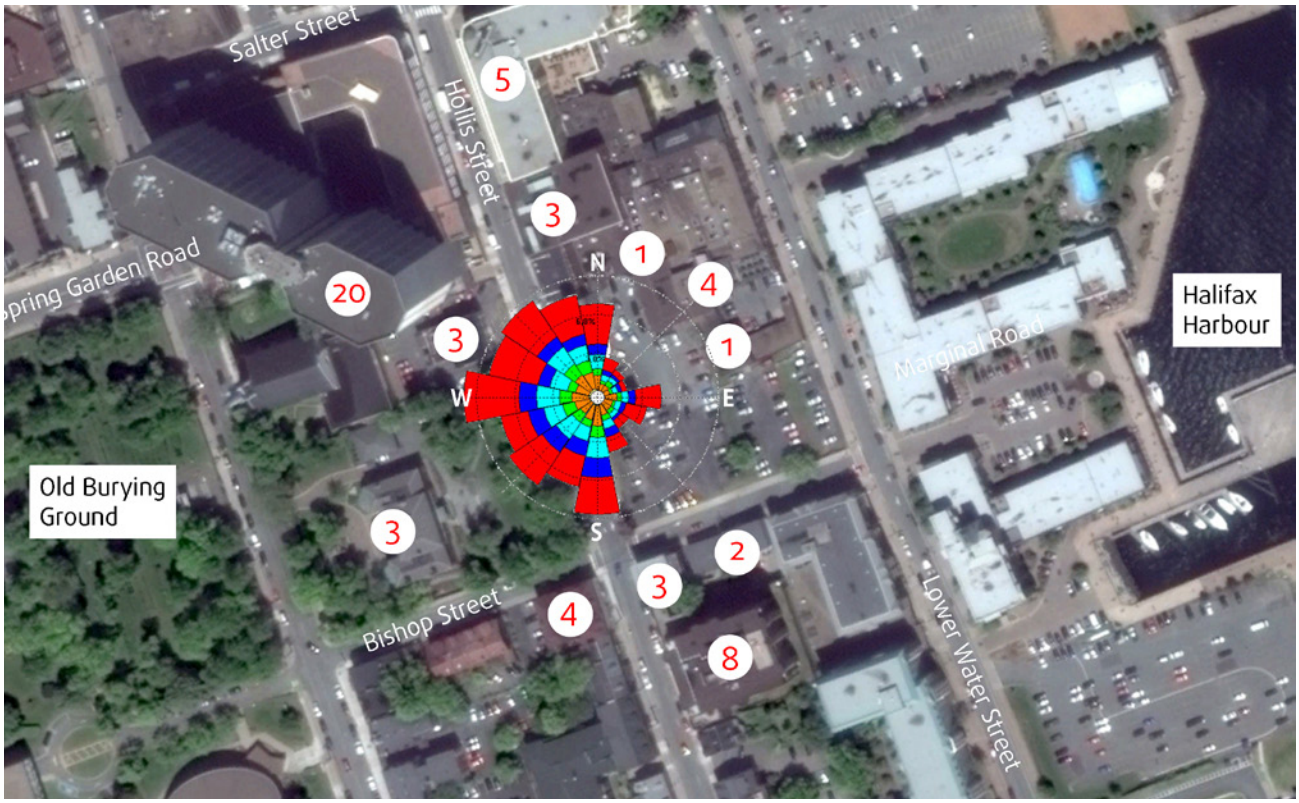


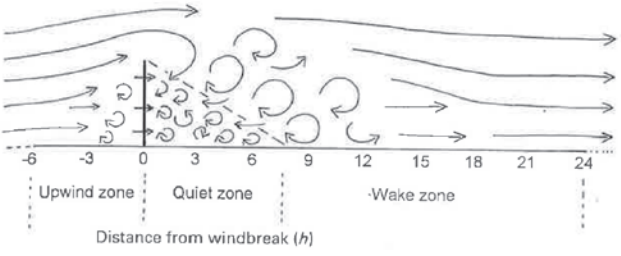
Figure 2. Wind Rose overlain on top of the proposed addition site. Red numbers denote building stories.

Urban Windbreak Impacts

As shown in Fig. 2 the new building will impact sidewalk conditions differently at different times of the year. In the winter, Hollis Street can have alignment with winds from the north. More common westerly winds position Hollis Street in the upwind zone of the site. This is similar to the summer, but with southerly and westerly winds (Fig. 3).

Wake zones for zero porosity structures can extend 8-30 times the height of a structure. A 6-storey building can generate increased wind speeds between 48-180 metres on the lee side (see Fig. 3). Beyond the wake zone, there is typically more turbulence and eddies as a result of more turbulent air.

The proposed addition is situated to the rear of the existing historic Benjamin House so there will be little to no impact to the Hollis Street sidewalk. This space will primarily be

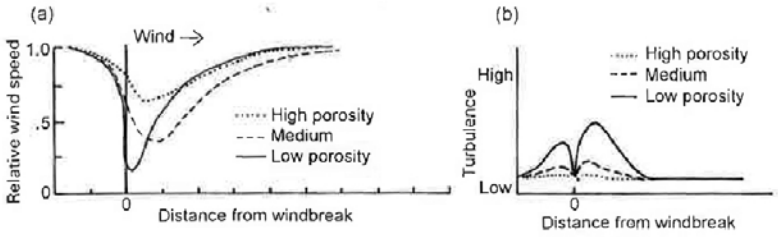


Zones with altered airflow caused by a windbreak. Vertical dimension is magnified for illustration. Vertical line indicates windbreak; h = height of windbreak. Large eddies = strong turbulence. Uninterrupted airflow in the open is to the left of the upwind zone, and to the right of the wake zone. Widths of zones are approximate. Based on several sources.

Figure 3. Windbreak Diagram

in the upwind zone throughout the year but occasionally be streamline with winds from the north or south. Again, because the street frontage building is existing, little or no change will be experienced during this streamlined wind condition.

The study site is located within the wake zone that is created by the Maritime Centre, and is therefore already located in an area of accelerated and turbulent winds. Future developments to the east of the study site (the approved 21 storey Brewery Tower) will have a much more significant impact on wind patterns downtown when that project goes ahead. Currently the parking lot and Bishop Street sidewalk to the south of the site are within the Maritime Centre wake zone of harsh winter winds. This condition may become marginally greater with the proposed addition in the winter months.



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

Figure 4. Porosity Diagram

In the summer, the wind comes from the southwest most of the time. On Hollis Street, opposite the proposed addition is the treed back yard of the Government House, which buffers prevailing summer winds. The various building heights that compose the Historic Farmers Market to the north will buffer any changes in the summer season wake zone, resulting in only slight changes within the quiet zone as a result of this proposed addition.

While wind turbulence is generated by structures on the lee side, wind speed is reduced. Low porous or no porous structures such as buildings will reduce wind speeds immediately adjacent to the structure on the windward side (Fig. 4). Wind speed is also reduced on the leeward side, but generally reaches original approach speeds at an average distance of four times the structure height. Horizontal baffles and textured material selections on the south and east elevations can assist in mitigating some of the impacts to the adjacent parking lot and the sidewalk along Bishop Street.

We would expect virtually no wind impact on Government House and very little impact on the Brewery Market as a result of this addition.

Seasonal Wind Impacts

Looking at the seasonal wind impacts (Fig. 5), in the winter the northwest prevailing winds are the dominant occurrence. Approximately 48% of all winds come from the northwest. Winter winds are also stronger than those in the summer, with around 15% of all winds reaching speeds above 29 kph. The proposed development will create a 6-storey upwind zone within the wake zone of the Maritime Centre. This will cause a larger wake zone spreading across what is currently a tiered surface parking lot to the south and east.

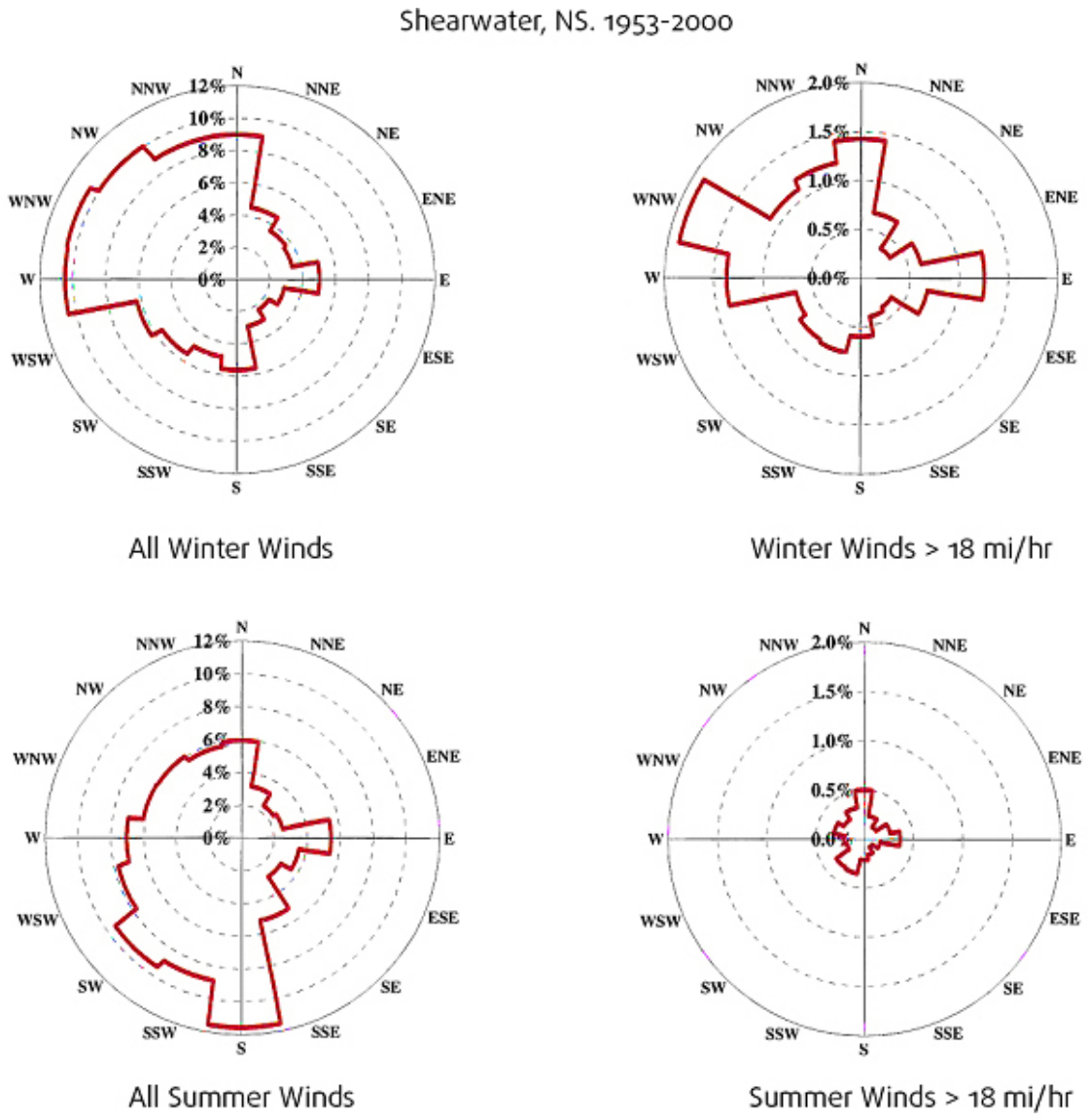


Figure 5. Seasonal Wind Direction for Shearwater Airport

During the summer the majority of winds come from the southwest quadrant, approximately 46%, with the remaining spread amongst the other three ordinal directions: roughly 20% from the southeast, 24% from the northwest, and 10% originating out of the northeast quadrant. Overall, the winds are mild, with just over two percent of all winds reaching speeds over 29 kph. Summer winds may mildly impact the Hollis Street street frontage of the proposed addition with a streamlining effect. However, because the form of the existing Benjamin House is to remain consistent any impact will be negligible. Small eddies may be formed on the leeward side within the quiet zone of the proposed site prior to the construction of the planned adjacent building. However, these will be negligible due to milder summer winds and the small size of the neighbouring space.

Wind Comfort Assessment

The potential for accelerated winds and increased turbulence in the surface parking that surrounds the site, and along the Bishop Street sidewalk may cause increased discomfort during winter months, relative to what exists today. This impact can be mitigated with the addition of horizontal baffles and textured materials selected for the exterior finished of the east and south elevations of the proposed addition.

Changes in wind speed as a result of buildings vary depending on wind direction and building morphology. On Hollis Street 'streamlines' can occur where the wind is accelerated through the openings between buildings. However, because the building massing that abuts this corridor will remain similar to today, it is likely that only slightly increased streamline levels throughout the year, if any will occur. We do not anticipate 'uncomfortable' conditions occurring along sidewalk relative to today's conditions.

Summary

This proposed building will generally add to the building height variety of existing surrounding buildings on the Brewery block. This 6-storey building will have very little impact on wind patterns or human thermal comfort along Hollis Street. The most likely area of impact will be in the adjacent surface parking lots and possibly along Bishop Street which is slated for eventual development as a 21 storey tower.

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

Sincerely,

Robert LeBlanc, President
Ekistics Planning & Design

Attachment D – Design Manual Checklist – Case 20572			
Section	**Guideline**	**Complies**	**Discussion**
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	
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.	Yes	
3.1.1d	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3, and is encouraged elsewhere throughout the downtown.	No	Refer to staff report
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 of the LUB)*		
3.1.2a	Minimal to no Setback (0-1.5m): Corresponds to the traditional retail streets and business core of the downtown. Except at corners or where an entire block length is being redeveloped, new buildings should be consistent with the setback of the adjacent existing buildings.	N/A	
3.1.2b	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.	N/A	
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	N/A	

Attachment D – Design Manual Checklist – Case 20572			
Section	**Guideline**	**Complies**	**Discussion**
	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 of the LUB)* 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.	N/A	Refer to staff report
3.2	**Pedestrian Streetscapes**		
3.2.1	**Design of the Streetwall**		
3.2.1a	The streetwall should contribute to the fine grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	Yes	
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 stepbacks.	N/A	
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	Yes	
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	Yes	
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes	
3.2.1g	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.	Yes	

Attachment D – Design Manual Checklist – Case 20572			
Section	**Guideline**	**Complies**	**Discussion**
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	Sideyard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.	N/A	
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.	No	Refer to staff report
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.	Yes	Refer to staff report
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	N/A	
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.	N/A	
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	

Attachment D – Design Manual Checklist – Case 20572			
Section	**Guideline**	**Complies**	**Discussion**
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.	Yes	Refer to staff report
3.2.4c	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.	N/A	
3.2.4d	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes	
3.2.4e	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.	N/A	
3.2.4f	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	N/A	
3.2.5	**Sloping Conditions (not applicable)**		
3.2.6	**Elevated Pedestrian Walkways** *(not applicable)*		
3.2.7	**Other Uses** *(not applicable)*		
3.3	**Building Design**		
3.3.1	**Building Articulation**		
3.3.1a	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: • **Base:** Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality.	Yes	Refer to staff report

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Section	**Guideline**	**Complies**	**Discussion**
	• **Middle:** The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. • **Top:** The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.		
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	Yes	
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	Yes	
3.3.1d	Street facing facades should have the highest design quality; however, all publicly viewed facades at the side and rear should have a consistent design expression.	Yes	
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.	Yes	
3.3.2c	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	N/A	
3.3.2d	Changes in material should generally not occur at building corners.	N/A	
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.	Yes	
3.3.2h	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	Yes	
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are	Yes	

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Section	**Guideline**	**Complies**	**Discussion**
	preferred.		
3.3.2j	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.	Yes	
3.3.3	**Entrances**		
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	Yes	
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes	
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	Yes	
3.3.4	**Roof Line and Roofscapes**		
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.	No	Refer to staff report
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.	Yes	
3.3.4d	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.	Yes	
3.3.4e	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility.	Yes	
3.3.4f	The street-side design treatment of a parapet should be	Yes	

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	carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.		
3.4	**Civic Character** *(not applicable)*		
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.	N/A	
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	Yes	
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	Yes	
3.5.2	**Parking Structures** *(not applicable)*		
3.5.3	**Surface Parking** *(not applicable)*		
3.5.4	**Lighting**		
3.5.4a	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	No	Refer to staff report
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.	No	Refer to staff report
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	N/A	

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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** *(no plans have been provided about specific signage – signs will be subject of separate future permit applications)*		
3.6	**Site Plan Variances**		
3.6.2	**Side and Rear Yard Setback Variance** Side and rear yard setbacks may be varied by Site Plan Approval where:		
3.6.2a	The modified setback is consistent with the objectives and guidelines of the Design Manual; and	Yes	Refer to staff report
3.6.2b	The modification does not negatively impact abutting uses by providing insufficient separation.	Yes	Refer to staff report
3.6.6	**Upper Storey Side Yard Stepback Variance** The setbacks requirements of this section may be varied by Site Plan Approval where:		
3.6.6a	The upper storey side yard stepback is consistent with the objectives and guidelines of the Design Manual; and	Yes	Refer to staff report
3.6.6b	Where the height of the building is substantially lower than the maximum permitted building height and the setback reduction is proportional to that lower height.	Yes	Refer to staff report
4	**Heritage Design Guidelines**		Refer to staff report
4.1	**New Development in Heritage Context**		
4.4	**Guidelines for Integrated Developments and Additions**		
4.4.1	**Building Setback** A setback takes place at the grade level and is the distance between a building and an established alignment (i.e. a property line, or another building). A setback is often the best way to design a transition from heritage resources to new construction, giving the heritage resource visual prominence.	Yes	
4.4.1a	New buildings proposed to abut heritage buildings on the same site (integrated development) should generally transition to heritage buildings by introducing a building setback from the building line. This setback can be accomplished in several alternate ways, including:	Yes	The addition is set back over 10 m from the front façade of the heritage building.

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	• new construction is setback along its entire façade from the street line established by the heritage structure		
4.4.1b	Consideration should only be given to the construction of new buildings abutting, or as an addition to, a heritage resource, when the parts of the heritage building that will be enclosed or hidden from view by the new construction do not contain significant heritage attributes.	Yes	The addition will result in the loss of heritage attributes on the rear of the existing building however these features would not be visible from public view. The primary heritage attributes are on the front façade and these will be fully preserved.
4.4.2	**Cornice Line & Upper Level Stepbacks**		
4.4.2a	Maintain the same or similar cornice height for the podium building (building base) to create a consistent streetwall height, reinforcing the 'frame' for public streets and spaces.	N/A	
4.4.2b	Stepback building elements that are taller than the podium or streetwall height. Stepbacks should generally be a minimum of 3 metres for flat-roofed streetwall buildings and increase significantly (up to 10 metres) for landmark buildings, and buildings with unique architectural features such as peaked roofs or towers.	Yes	
4.4.2c	Greater flexibility in the contemporary interpretation of historic materials and design elements is permitted.	Yes	
4.4.3	**Facade Articulation and Materials**		
4.4.3a	*Similarity*: Maintain the same architectural order and rhythm of both horizontal and vertical divisions in the facade.	N/A	
4.4.3b	Provide similar materials to existing heritage buildings.	N/A	
4.4.3c	Typical materials are masonry, usually brick or stone, in small modular units (bricks, cut stones).	N/A	
4.4.3d	Where materials differ, for example concrete, provide fine scale articulation of the surface through score lines or modular units.	N/A	
4.4.3e	Provide similar colour palettes, typically neutrals and earth tones.	N/A	
4.4.3f	*Contrast*: Consider existing architectural order and rhythm of both horizontal and vertical divisions in the façade in the articulation of the new building.	Yes	

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4.4.3g	Provide contrasting materials and surface treatments that complement the heritage building. Use of glass can be effective both for its transparency and reflectivity.	Yes	
4.4.3h	Ensure materials and detailing are of the highest quality. In a downtown-wide context, use of contrast should result in the most exemplary buildings in the downtown.	Yes	
4.5	**Guidelines for Façade Alteration on Registered Heritage Buildings and Buildings in Heritage Conservation Districts** *(not applicable)*		