1592 BARRINGTON STREET

HRM SITE PLAN APPROVAL: SUPORTING DOCUMENTS

January 18, 2012

LYDON LYNCH

TABLE OF CONTENTS

INTRODUCTION

The redevelopment of 1592 Barrington Street provides significant opportunities within a single project to accomplish a number of objectives, including:

- Provide important urban renewal to the downtown core, in particular to Barrington Street which has witnessed significant decline over recent years
- Add new retail and commercial space which will create a more vibrant and active downtown
- Design within the new HRMbyDesign by-laws and design guidelines in a manner that showcases its potential to improve the built environment in our downtown
- Design a new innovative infill building between two registered heritage properties that will showcase how heritage and modern can co-exist to mutual benefit
- Provide an example of infill building design that will enhance Halifax's image as an innovative and progressive city
- Showcase the effectiveness of the new HRM approval process for downtown development

We are confident that all of these objectives can be met while meeting the needs of the owner, the municipality and the public.

The following report outlines our design process and describes the proposed design to supplement the drawing submission. It describes our position with regards to the demolition of the existing building and how the new design fits within the Downtown Halifax Land Use By-Laws.

DEMOLITION PROPOSAL

The existing building was designed in 1950 by Duffus & Romans Architects of Halifax for Tip Top Tailors and was constructed in 1951. The building attempts to have been designed in the Modernist style and would have had a very distinct character from the adjoining Khyber Building (a Victorian Gothic design built in 1888) and the Tramway Building (a Neo-Gothic design built in 1916). While the building aligned the top of its parapet with the cornice line of the Khyber, it had no other perceivable relationship with its neighbors. The facade has undergone cosmetic changes over the years which has included parging over of the original travertine, adding split-face concrete block to the lower areas of walls above the sidewalk, blocking off the right-of-way along the north side of the property, addition of signage as well as other miscellaneous repairs and modifications. Overall, the many changes to the facade, together with a lack of long term maintenance, have collectively resulted in an appearance which only resembles the original design in terms of its general composition while little else remains.

Drawing prepared by Lydon Lynch Architects as part of a study conducted for the city of Halifax, province of Nova Scotia and the Downtown Halifax Business Association, 1981

The building is not registered as a heritage property and has no known redeeming heritage or historical value.

The existing facade contains deep recesses which result in a streetscape which is inconsistent with the existing streetwall as well as the Downtown Halifax Land-Use Bylaws and Design Manual for streetwall designs, which requires setbacks between 0 and 1.5 metres. These recesses result in loitering and litter, both unsightly and undesirable situations along Barrington Street.

The existing structure is 2 storeys with steel open web joists spanning between clay masonry bearing walls (known as 'speed tile'). A partial basement exists towards Barrington Street. Concrete foundations were constructed as required. Due to easements in favour of the Neptune Theatre, the building was designed with an 8' gap between it and the Tramway Building and a 4' gap between it and the Neptune Theatre. These easements no longer exist and have since become inaccessible outdoor spaces which over the years have become filled with pigeon carcasses and feces which has effected the air quality within the building. Since these easements no longer exist, it becomes imperative to fill them with building in order to eliminate the environmental concern but also to best utilize the property.

Upon evaluation of the building, it has been determined that the existing structure cannot support additional floors, which are permissible under the current by-laws. In order to construct floors above, a new structure would be required which would be completely independent of the existing structure. This would require new foundations and supporting structure which could only be constructed through partial demolition and re-engineering of the overall building's structure. In addition, due to the elimination of the easement, these areas could only be filled in by removing the existing bearing walls and replacing them with new structure which would then support both the existing and new floors. This would need to be done in such a way as to create contiguous and open floor spaces which can accommodate tenant uses in a flexible and functional manner. The existing structure does not have any lateral bracing and appears to rely on the adjoining buildings to provide protection from wind loads. In order to meet current codes for wind and earthquake loads, structural bracing would have to be introduced. Overall, the needs of new construction would require significant demolition and insertion of new structure which would require invasive procedures and associated costs.

The existing building does not meet current building codes for exiting (stair quantities and locations), washrooms and fire ratings of floors. In any scenario involving renovation and addition, two exit stairs would be required, washrooms would need to be added that also meet barrier-free standards, floors would have to be fire-rated and an elevator would have to be introduced. This, in addition to the structural requirements for adding new floors and infills, would result in such a comprehensive reconfiguration of the existing building, that little could be salvaged or re-used. Costs would become prohibitive and risks would be high with no assurance that viable tenant spaces would ultimately be achievable with a reasonable return on investment.

As a result of previous ownership, the overall condition of the building is very poor due to its age and lack of adequate maintenance. The façade consists of materials which are in disrepair and have no value towards any future re-use. Without extensive reconstruction, the interior layouts would not support viable tenant use due to poor floor layout configurations and lack of exit stair requirements. In order to rehabilitate the building to meet current codes and standards, such comprehensive demolition and renovations would be required that very little of the existing building would be retained.

As an example of 1950's architecture, the building is not exemplary, either in its original design or present condition. At a period in architecture which was defined by the terms "Modernism" and "International Style", this era was largely characterized by its simplicity and lack of unnecessary detail or ornament; extensive use of glass in order to express the openness of the structure and transparency of floor plans; clean lines and proportions with an emphasis on either horizontal or vertical expression; and use of modern materials with minimal detail. Overall, buildings of the modern era were absolutely rigorous in the apparent simplicity of their designs with an emphasis on minimal detail and expression. The design for the Tip Top Tailor building does not fit into these characterizations and instead emphasized a more solid facade as opposed to transparent; a convoluted facade with a variety of recesses and variations; an inconsistent composition of window locations and proportions; use of numerous materials; and inclusion of unnecessary details. Overall the Tip Top Tailor building has awkward proportions and displays no rigor that could define it as a "modern" building. Therefore, it is suggested that the building has no value or merit as an example of modern architecture in the 1950s.

Until very recently, the building was thought to have been built in 1915 in the "Cubist" style by an unknown architect and was published by HRM to further state that it was extensively renovated in 1940/41 in the "International" style. This lack of factual information and inability to define its architectural style only emphasized that the building cannot be adequately considered to be a "Modern" building. Had it been a good example of modern 1950's architecture, then this information would have easily been in question. Since it was not, it can only validate that the building is not a good example of any architectural era.

Ultimately, the building has no historical significance and presents no value for future consideration. Consequently, a complete demolition and replacement is the only viable course of action. A new building will allow for a design that conforms to the Downtown Halifax Land-Use Bylaws; will provide a much needed rejuvenation of Barrington Street; and will result in viable retail and commercial space which will bring people back to Barrington Street. The one redeeming quality of the building are the bronze cast letters inlayed in terrazzo, spelling “TIP TOP TAILORS”, situated adjacent to the sidewalk and immediately in front of the building. Although this too, is in disrepair, efforts will be made to salvage it during demolition and re-use it in the form of artwork within the ground floor lobby area.

DESIGN DESCRIPTION

INTRODUCTION

The proposed design is founded on fundamental criteria within the Downtown Halifax Land-Use Bylaws which prescribes a street wall height of 15.5 metres (50 feet) above which, a stepback of 3 metres (10 feet) is required up to a total overall height of 22 metres (72 feet). Within these criteria, the design aspires to create a modern, contemporary infill between two heritage buildings – the Khyber Building to the south and the Tramway Building to the north. While modern in its design, the building acknowledges its adjoining neighbours through the use of massing, material and composition. The result is a respectful yet distinct building that is symbolic of its era.

While the Khyber and Tramway buildings are considered Victorian and Neo-Gothic architectural styles respectively, they present a challenge in that they do not share many similar characteristics that would allow an infill building to assimilate their styles and compositions. They are different in height, proportion, floor lines, street level conditions, roof designs and materials. The challenge then becomes, how does a new building, positioned between these two distinctively different heritage façades, have an architectural dialogue with each of them – and do so in a manner that is not a caricature of either building but indicative of its own place in time, just as the Khyber and Tramway buildings were indicative of their time.

A review of *Schedule S-1: Design Manual* provides detailed information regarding "infill" sites as well as strategies for designing new buildings within historical contexts. The following table provides responses to relevant clauses within the Design Manual as well as excerpts (in italics) with highlighted areas of specific relevance.

REFERENCE	RESPONSE / EXCERPT
2.5	**Precinct 5: Barrington Street Heritage Conservation District**
2.5(d)	"*…..ensure that new development is supportive of, and harmonious with it in terms of height, massing, size, scale, proportion, materials, and architectural features, while not necessarily mimicking heritage architecture.*"
2.5(e)	The proposed building is designed specifically to respect the typical rhythm of the streetscape within the entire block that it is within. The height of the streetwall is between the heights of the adjoining buildings, thus providing a stepped transition of building heights. The massing, scale and window patterns are directly related to the adjoining buildings with vertical rhythms and tri-partite segmentation. While the design is not literal in its translation of the historic streetscape, it is very direct interpretation of the existing patterns and rhythms.
2.5(f)	The scale, configuration and rhythm of the lower façade are consistent with the ground floor height of the Tramway building and extends the horizontal line of the storefront. The overall width of the lower façade is divided into two bays – one wider to accommodate retail store frontage and one narrower to accommodate a commercial entrance to the office floors above. Each bay is articulated and expressed to have its own identity and are complimented with canopies and recessed entrances. All of these expressions and techniques are consistent with existing conditions along the block.

2.5(g)	*"Allow and encourage contemporary shop front design in the precinct to support and stimulate commercial and retail revitalization."*
2.5(h)	The proposed design respects the traditional appearance and proportions of the upper façades of heritage buildings along the street through its use of proportions, scale and use of materials. The profile of the Khyber building is repeated for the portion of the new building directly adjacent to it, including the use of brick as an exterior material. Window patterns and proportions repeat the pattern language of the Tramway building through its vertical proportions and division into three vertical sections.
2.5(i)	*"Respect the importance of traditional windows in establishing the character of heritage buildings and to ensure that windows in new buildings respond to, or reference, traditional fenestration patterns."*
2.5(j)	The proposed design respects the use of building materials traditionally found along Barrington Street through the use of brick and glass. While the use of brick is limited, it is used in direct reference to the adjoining Khyber building. Traditional brick is not used on the Tramway building, which is a combination of concrete and glass, with glass being the dominant material. Against the Tramway building, the proposed design is similarly dominated by glass.
2.5(k)	*"Achieve the objectives of the precinct through accurate architectural reproduction of historic styles or through expressions of contemporary architecture."*
2.5(m)	The historic use of cornices (projecting horizontal molding) and parapets is to define important lines and transitions within a façade, in particular at the top of a wall or at the transition between wall and roof. For example, the Khyber building has a strong cornice line along the top of the brick façade to separate it from the mansard roof. The Tramway building, which does not have a cornice, utilizes a variegated parapet to extend the vertical lines of the building. Each building has a very different expression at the top of their respective walls utilizing different techniques to accentuate their own architectural expression. The proposed design is situated between these two buildings. The design therefore uses a more neutral approach and creates an architectural framework that expresses both the horizontal and vertical lines of the building. In this manner, it respects both the horizontal and vertical expressions of the adjoining buildings without favouring one or the other.
4.1	**New Developments in Heritage Contexts**
4.1	*"As a principle of both heritage compatibility and sustainability, new additions, exterior alterations, or new construction should not destroy historic materials, features, or spatial relationships that characterize a property. The new work should be differentiated from the old and should be compatible with the historic materials, features, size, scale, height, proportion and massing to protect the integrity of the property and its environment.* *It is not necessary to mimic a specific historical era in heritage contexts. New buildings should vary in style. Style should not be a determinant of compatibility, rather material quality, massing and urban design considerations are given prominence in this approach. Elements of new building design and façade articulation can respond to specific heritage elements with new interpretations or traditions."*

4.1.2	***New Buildings in Heritage Contexts:*** *"Entirely new buildings may be proposed where no previous buildings existed, where original buildings are missing, or where severely deteriorated or non-historic buildings are removed. The intention in designing such new buildings should not be to create a false or ersatz historic building, instead the objective must be to create a sensitive well designed new structure "of its time" that fits and is compatible with the character of the district or its immediate context. The design of new buildings should carefully consider requirements elsewhere in these guidelines for density, scale, height, setbacks, stepbacks, coverage, landscaped open space, view corridors, and shadowing. Design considerations include: contemporary design, material palette, proportions of parts, solidity vs. transparency and detailing."*
4.1.3	***Contemporary Design:*** *"New work in heritage contexts should not be aggressively idiosyncratic but rather it should be neighbourly and respectful of its heritage context, while at the same time representing current design philosophy. Quoting the past can be appropriate, however, it should avoid blurring the line between real historic buildings, bridges and other structures. "Contemporary" as a design statement does not simply mean current. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo-Victorian detailing, should be avoided."*
4.1.4	***Material Palette:*** *"As there is a very broad range of materials in today's design palette, materials proposed for new buildings in a heritage context should include those historically in use. The use and placement of these materials in a contemporary composition and their incorporation with other modern materials is critical to the success of the fit of the proposed building in its context. The proportional use of materials, drawing lines out of the surrounding context, careful consideration of colour and texture all add to the success of a composition."*
4.1.5	***Proportion of Parts:*** *Architectural composition has always had at its root the study of proportion. In the design of new buildings in a heritage context, work should take into account the proportions of buildings in the immediate context and consider a design solution with proportional relationships that make a good fit."*
4.1.6	***Solidity vs. Transparency:*** As noted in the Design Manual, the amount of transparency is a reflection of the technology available at the time in which a building was designed. The proposed design utilizes a large amount of transparency that is indicative of current architectural and structural technologies as well as societal desires for increased access to daylight and views. The guidelines within the Design Manual state that the level of transparency should be set at a level that provides a good fit and defines the character of the street in a positive way. The predominant use of glass in the proposed design is greater that that used in the existing buildings. This contrast is a common architectural technique that is used to highlight the preciousness of the adjoining historic buildings by providing a muted, modern glass façade that respects existing proportions and scale. It is suggested that a new building that similarly uses masonry walls with punched window openings becomes a meek cousin that attempts to be as elegant but in doing so, makes a mockery of the historic beauty and therefore diminishes the appreciation of the heritage value.
4.2	***Guidelines for Infill:*** The preamble to 4.2, paragraph 2 states "*where there is a contiguous environment, new development needs to reinforce and be consistent with the prevailing character of the heritage resources as a group*". The proposed design is developed to provide a transition between two very distinct heritage

	buildings. It takes cues from both the Khyber and Tramway buildings but does so as a modern interpretation rather than a literal re-creation. The existing building on the property is described within the Barrington Street Heritage Conservation District Revitalization Plan as a Cubist style and an "excellent example of a small scale commercial building in International Style". For nearly a century, a modern building has resided on this property. The proposed design continues this tradition and is therefore consistent with the prevailing character of the "heritage resources as a group". The Design Manual clearly states in several guidelines that contemporary, distinctive and differentiated designs are an appropriate approach.
4.2.1	***Cornice Line:*** *"Maintain the same or similar cornice height established by existing heritage buildings for the podium (building base) to create a consistent streetwall height, reinforcing the 'frame' for public streets and spaces."*
4.2.2	***Sidewalk Level Height and Articulation:*** *"Maintain the same or similar height of the first storey of new buildings to the first storey datum line of heritage buildings."*
4.2.3	***Rhythm:*** The proposed design utilizes rhythm as one of its fundamental techniques. The façade is first divided into two sections which creates an initial rhythm of different proportions. This is similar to the technique used on the Khyber building which has an overall rhythm/pattern that is broken with the corner turret. Within the larger section, a secondary rhythm is created to define the pattern of the windows, which are in reference to the adjoining Tramway building. Overall, the façade has a defined rhythm that continues the existing pattern found within the adjoining historic buildings.
4.2.4	***Window Proportion:*** *"Maintain the window proportions of existing heritage buildings (generally vertically oriented windows). Windows should be aligned above each other from storey to storey."*
4.2.5	***Materials:*** *"The building materials help define the character and quality of a building and how it relates to other buildings or structures in its context. In an area where brick is predominant, new buildings will define themselves by the use, or lack of brick. Also of importance in the selection of materials is their longevity and ability to age with grace. Materials like stone, brick and glass will endure well over time."* As described elsewhere, brick is used where the façade relates to the use of brick on the Khyber and other buildings further south along the block. Other materials include glass and aluminum which are high quality, durable finishes which will have neutral tones and textures. Where large expanses of glass are provided, they will have a finer grain articulation that responds to the rhythm and proportions of the Tramway building. The materials will define the new building as modern but in respect to the adjoining historic buildings.
4.2.6	***Upper Level Stepbacks****:* *"In the upper setback levels greater freedom of material choice and design expression is permitted."*

Based on the information contained with the Design Manual, together with other considerations, a design process was undertaken that brings together a variety of influences and functional requirements. The result is a design that is appropriate, respectful, modern, elegant and innovative.

DESIGN PROCESS

The design begins with an acknowledgement that each side of the new façade should in some manner relate to its adjoining heritage neighbour. To bring cohesion to each side, they are collected within an overall frame so that they form part of a single composition (refer to Diagram 1).

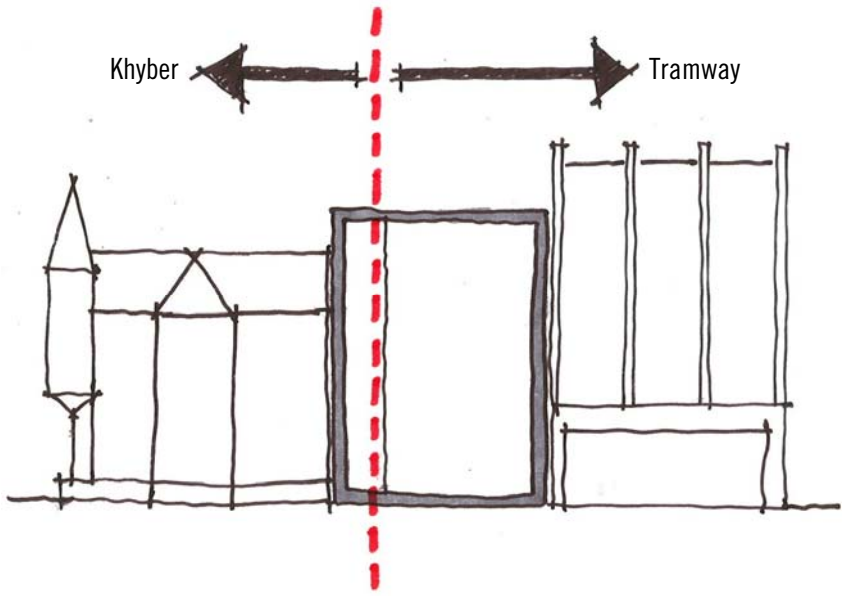


Diagram 1

The frame is then adjusted so that it not only contains the composition within it, but also describes functional relationships and distinctions. As shown in Diagram 2, the bottom of the frame is lifted, broken and extended down to the sidewalk as a narrow slot. The slot defines the entry to the office floors above and visually connects the entrance with the office levels by gathering them within a single frame. The remaining space below the frame defines the street level retail space, which will be able to have its own distinct entrance and shop front appearance.

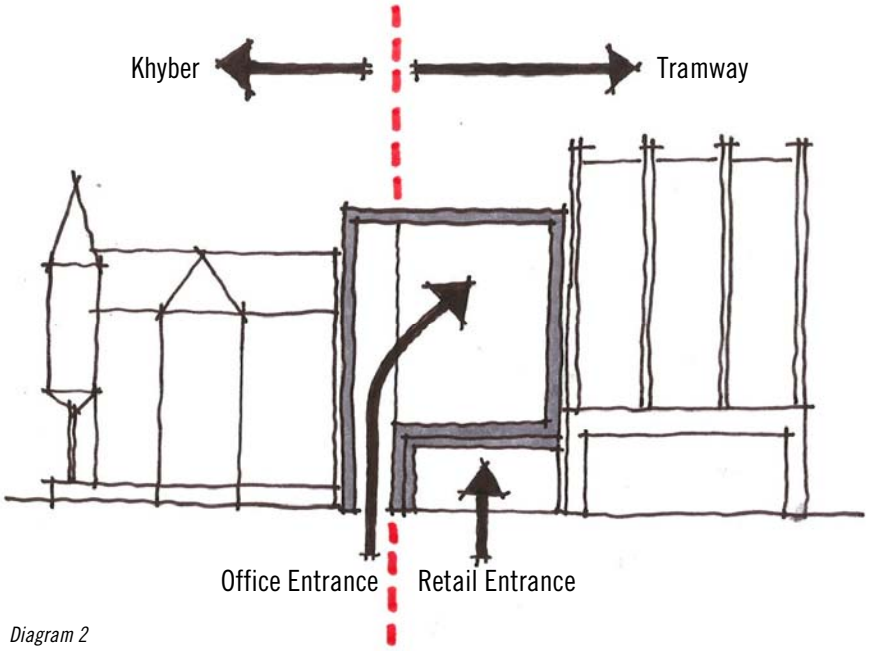


Diagram 2

Each 'side' of the façade is developed as to how it will relate to its adjacent heritage neighbour as illustrated in Diagram 3.

For the Khyber, the basic profile of its façade is repeated which consists of the mansard roof and brick wall. The repetition is done through a minimal interpretation of the Khyber's profile and utilizes simple use of materials such as brick and standing seam metal roofing with minimal detailing. It is intended that the new design will use brick reclaimed from the nearby Roy Building when it undergoes demolition – this will provide an older texture and colour which will better relate to the Khyber.

With regards to the Tramway, its façade has a more vertical proportion with raised pilasters and taller window proportions which in combination; divide the facade into three equal segments. The new design also divides its glass façade into three equal segments and similarly uses a more vertical window proportion. While floor levels do not perfectly align, there is a perceivable similarity to the alignment of windows between the two buildings.

In addition, canopies are added above each entry which provide weather protection and architecturally, provide consistency at the entrances despite one canopy being within the 'frame' and the other being outside the 'frame'.

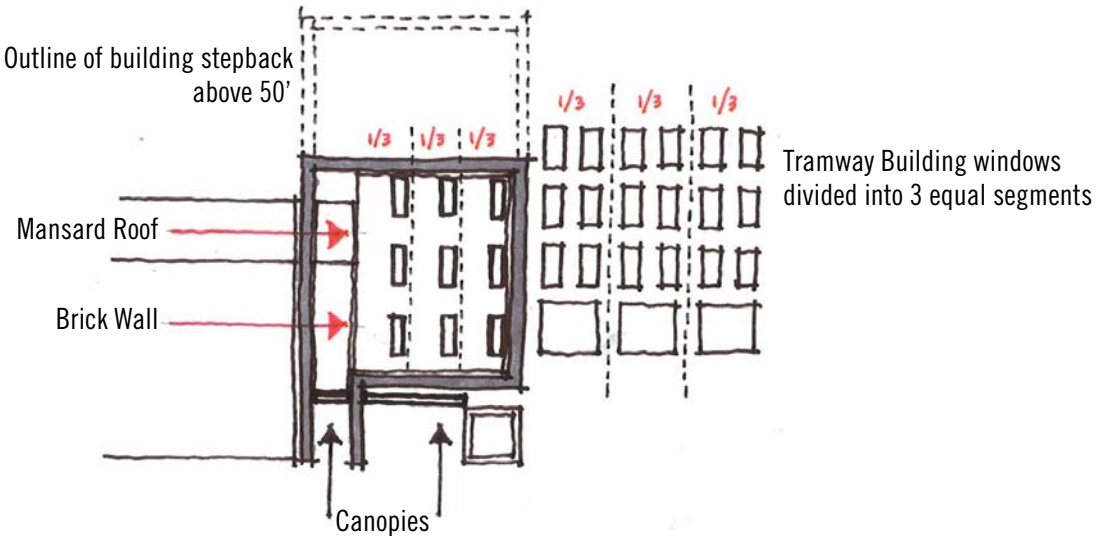


Diagram 3

The floor plans are organized to provide a simple layout which maximizes tenant space and access to views and daylight towards the frontage along Barrington Street. The ground floor is designed to maximize retail store frontage along Barrington Street while providing a more discrete entrance for the office tenants who are located on the upper floors. The upper floors position all services including elevator, stairs, washrooms and building services against the rear of the floor. This allows all usable tenant space to be situated toward the front of the building where the only access to windows is against Barrington Street.

The storefront is a simple composition of frameless glass, aluminum clad canopy and display window. The slightly recessed commercial entrance leads to a hallway which is shaped in plan and section to enhance its length, which is a result of the elevator being situated near the rear of the building. An exit stair leading up from the basement utilizes the recessed office entryway to situate its exterior door away from view and therefore not clutter the street frontage with doors that do not serve as entrances. Signage for the offices is provided with free standing numbers placed on top of the canopy, spelling out the street address “1592”. Signage for the ground floor retail is integrated into the display window as illustrated on the drawings.

The exterior frame will be clad in black anodized aluminum panels. This allows the frame to act more as a backdrop to other materials which will include red brick, grey standing seam metal on the mansard roof, clear glass at the store front, lightly tinted glass at the office floors, and clear anodized (silver colour) aluminum panels at canopies and other incidental surfaces. Frameless glass railings will be provided around roof terraces. The overall palate is subdued, relying more on composition and the use of materials, relying less on today’s architectural fashion and more on the pursuit of a timeless elegance.

Lighting will be providing for functional purpose and safety as well as to highlight architectural features. Downlighting will be provided at the underside of entrance canopies. Accent lighting will be provided within the ground floor display window box. Accent lighting will provided along the top of the brick wall to provide a downwash of light. Lighting at the roof terraces will be a combination of recessed deck lights and wall mounted lighting along parapet walls and/or planter walls.

The brick wall and mansard roof are situated within a narrow ‘slot’ within the exterior frame. As a result of the top of the mansard terminating below the top of the frame (due to its alignment with the Khyber mansard roof), an opening is introduced within the roof at the top of the slot. This provides a view towards the sky above which accentuates the appearance of the mansard roof as a ‘roof’ as well as its relationship with the Khyber’s mansard roof.

The design of the curtainwall at the office levels will consist of a clear anodized aluminum frame (silver colour) which surrounds the windows within each floor. This thin horizontal frame is a reference to the horizontal lines that exist on both the Khyber and Tramway buildings – in each case, the horizontal lines are secondary to the more dominant vertical expression. Within each frame, the glass will be divided into three equal segments as previously described. Each segment will include an operable window which will be expressed with a black anodized frame. The remaining glass joints will appear frameless since the supporting frames will only be on the interior side of the glass thus creating a more delicate pattern on the exterior façade.

At the 4th floor, an exterior roof terrace is created to coincide with the mandatory 3 metre stepback. The terrace shall be accessible to the adjoining tenant. The terrace shall comprise of composite decking (wood appearance) and free standing planters. A frameless glass railing will be provided around the perimeter of the terrace.

At the main roof, the stairwell will extend to provide access to the roof. In addition, the elevator shaft will extend above the main roof level in order to provide the required overhead height. Mechanical equipment will be roof mounted which will distribute into the service shaft below. The remainder of the roof will be landscaped areas. A planter with tall shrubs will be located between the main terrace and mechanical equipment thus providing a visual screen. Similar to the 4th floor terrace, composite decking will cover the roof surface and free standing planters will be provided. A frameless glass railing will be provided around the perimeter of the terrace.

In summary, the design provides an innovative solution to a complex situation which is to create an infill building situated between two distinctly different heritage properties. While the proposed design respectfully 'tips its hat' to both the Khyber and Tramway buildings, it creates its own identity which is contemporary and appropriate. The design complies with the requirements set out within the Downtown Halifax Land Use By-Law and Design Manual.

DOWNTOWN HALIFAX LAND USE BY-LAW: RELEVANT CRITERIA

- The property is situated within the Barrington Street Heritage Conservation Precinct as per Map 2.
- The property is situated along a Pedestrian Oriented Commercial Street as per Map 3.
- The property has a maximum Pre-Bonus and Post-Bonus Height of 22 metres as per Maps 4 & 5.
- The property has a Streetwall Setback of 0 to 1.5 metres as per Map 6.
- The property has a maximum Streetwall Height of 15.5 metres as per Map 7.
- As per Section 8(8), the Pre-Bonus and Post-Bonus Heights do not include secondary impertinences such that they occupy less than 30% of the roof area.

  The total roof area is 2,388 sq.ft. The total area of roof top features including stairwell, mechanical equipment, elevator over-run and parapets is 695 sq.ft. This equates to 29% of the total roof area, which is in compliance with the by-law requirement.

- As per Section 8(12), flat roofs shall be landscaped areas.
- As per Section 9(7), a minimum stepback of 3 metres is required above the Streetwall Height.
- Bicycle parking shall be provided as per Section 14, Subsection 15 through 19.

  Accordingly, the requirements are calculated as follows:

Retail GFA = 245 sq.m.	= 1 parking space
Office GFA = 1,167 sq.m.	= 3 parking spaces
Total requirement	= 4 parking spaces (2-Class A & 2-Class B)

  Parking spaces shall be designed within the building in a designated location to be determined.

PROPOSED VARIANCES

VARIANCE #1

Reference: Downtown Halifax Land Use By-Law, Section 8, Subsection (8)

Non-compliance: The rear stairwell extends above the roof in order to provide access to the landscaped roof. Subsection (8) does not list stairwells as an exclusion to the height limitations.

Description: Section 8, Subsection (12) mandate that flat roofs be fully landscaped. With the exception of residential use, the landscaped roof is not required to be accessible. While accessibility of the landscaped roof is not a requirement, it is certainly desirable and would further rationalize the presence of a landscaped roof. The issue then becomes how to provide access. While Subsection (8) allows for elevators to extend above roofs in order to provide access, it does not allow stairwells. This is inconsistent in that certain types of roof access are permitted and others not. The proposed design does not extend the elevators above the roof to provide access and instead extends the stairwell. This provides a direct means of egress from the roof in the event of an emergency with access to the fire exit stair. An elevator would not provide a means of egress since it would automatically be disabled in the event of a fire or other emergency, thus trapping persons on the roof.

It is therefore requested, that the extension of the stairwell be included as a permissible exception in accordance with Subsection (8).

VARIANCE #2

Reference: Downtown Halifax Land Use By-Law, Section 8, Subsection (10)

Non-compliance: The rear stairwell, for the portion above the roof, has no setback against the property line. Subsection (10) requires a 3 metre setback from the outmost edge of the roof.

Description: The stairwell is situated against the rear property line. This is due to maximizing usable floor area towards the front of the building which is the only location where windows can occur. Due to its mid-bock location, the rear of the property adjoins several other backs of buildings which similarly cannot have windows. Consequently, the stairwell will not interfere with any functionality or views from adjoining buildings.

The 3 metre setback is presumably to alleviate the effect of roof top encumbrances against Streetwalls. Accordingly, because the stairwell is at the rear of the property, it will largely not be visible to pedestrians along Barrington Street, if at all.

A variance is requested to permit the stairwell above the roof to be located within the 3 metre setback.

VARIANCE #3

Reference: As per Map 7, the maximum streetwall height is 15.5 metres (50.85 feet).

Non-compliance: The railings located along the top of the parapet is above the 15.5 metre restriction.

Description: The top of the parapet is at 15.16 metres (49.75 feet). This is within the allowable streetwall height.
The top of the railing is at 15.93 metres (52.25 feet). Accordingly, the top of the railing, which is 2.5 feet above the parapet, is 0.43 metres (1.4 feet) above the maximum streetwall height.
The railing is designed to be a frameless glass railing, which means it will have no visible framing system such as metal or wood. All that will be visible, will be the glass itself which will be transparent. The railing is required to provide the necessary protection for persons who may occupy the landscaped roof, which is a by-law requirement. Rather than extend the parapet to the required height, it is preferable to provide a transparent glass railing which will provide unobstructed views from the terrace while also minimizing the visual appearance of the streetwall.

Accordingly, a minor variance is requested to allow the glass railing to be above the allowable streetwall height.

VIEW PLANE ANALYSIS

Refer to the attached letter and drawing as prepared by Servant, Dunbrack, McKenzie & MacDonald Ltd. dated January 5, 2012 which indicates that the proposed design is within View Plane #6.

The proposed new building is therefore in conformance with applicable View Plane requirements.

SDMM

Servant, Dunbrack, McKenzie & MacDonald Ltd.
NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS

36 Oland Crescent
Bayers Lake Business Park
Halifax, Nova Scotia B3S 1C6

Phone (902) 455 1537 E-mail jmcintosh@sdmm.ca
Fax (902) 455 8479 Website www.sdmm.ca

RAYMOND A. LANDRY
MASc., P.Eng.
CHRISTOPHER J. FORAN
B.Sc. (Eng), P.Eng.
GEOFFREY K. MacLEAN
P.Eng.
MICHAEL S. TANNER
N.S.L.S.
PAUL M. MELVIN
MBA, CMA

DANIEL S. GERARD
B.Sc. (Eng), P.Eng., N.S.L.S.
CARL K. HARTLEN
N.S.L.S.
H. JAMES McINTOSH
B.Sc. (Eng), P.Eng, N.S.L.S., C.L.S.,
KEVIN A. ROBB
N.S.L.S.

January 5, 2012

File No. 1-1-151 (28915)

Eugene Pieczonka
Lydon Lynch Architects Ltd.

Email: eugene@lydonlynch.ca

RE: VIEW PLANE CERTIFICATION, PID 00076463
1592 BARRINGTON STREET, HALIFAX

Dear Eugene,

Referring to the attached sketch dated January 5, 2012, the northern limit of View Plane 6 crosses the subject property on a line through points A, B and F.

At points A, B, C and D, the top of the proposed building parapet is at a geodetic elevation of 148.4' and the elevation of View Plane 6 at those positions is 150.1', 149.3', 148.7' and 149.2' respectively. As a result, the proposed parapet will be 1.7', 0.9', 0.3' and 0.8' below View Plane 6 at those positions.

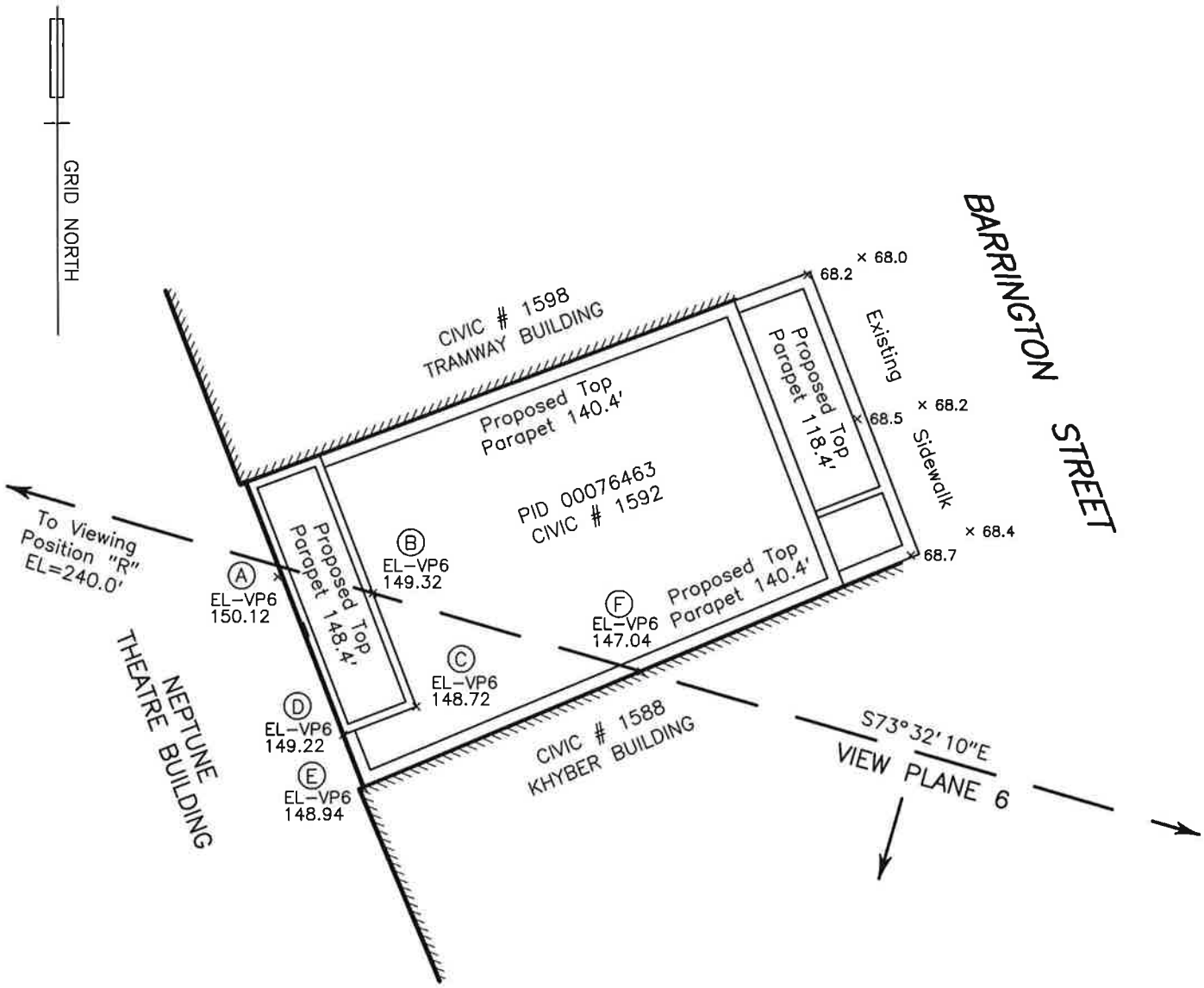
At points E and F, the top of the proposed building parapet is at a geodetic elevation of 140.4' and the elevation of View Plane 6 at those positions is 148.9' and 147.0' respectively. As a result, the proposed parapet will be 8.5' and 6.6' below View Plane 6 at those positions.

Also note that no other View Planes defined by the Halifax Peninsula Land Use By-law affect the development of PID 00076463 at Civic No. 1592 Barrington Street in Halifax.

I trust this clarifies the position of your proposed building with respect to View Planes. Please advise if anything further is required.

Yours truly,

H. James McIntosh, P.Eng, NSLS, CLS
Servant, Dunbrack, McKenzie & MacDonald Ltd.



NOTE: Elevations are based on geodetic datum. View Plane 6 is defined by Halifax Regional Municipality Map Number TT-17-20158A dated January 31, 1974 and amended August 15, 1974.

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS
FOUNDED 1951
H. JAMES MCINTOSH
603
MEMBER

SKETCH SHOWING

VIEW PLANE ELEVATIONS

OVER PROPOSED BUILDING AT

1592 BARRINGTON STREET

HALIFAX, NOVA SCOTIA

SDMM

Servant, Dunbrack, McKenzie & MacDonald Ltd.

NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS

36 OLAND CRESCENT
BAYERS LAKE BUSINESS PARK
HALIFAX, NS B3S 1C6

PHONE: (902)455-1537
FAX: (902)455-8479
WEB: www.sdmm.ca

JANUARY 5, 2012
SCALE: 1" = 20'
FILE NO. 1-1-151 (28915)

WIND IMPACT ASSESSMENT

In accordance with Schedule S-2 of the Downtown Halifax Land Use By-Law, a qualitative assessment is permissible.

Refer to the attached report prepared by Lydon Lynch Architects Ltd.

LYDON LYNCH

1209 Marginal Road, 3rd Floor, Halifax // Nova Scotia // Canada // B3H 4P8
Telephone: 902 422 1446 // Fax: 902 422 1449 // www.lydonlynch.ca

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

July 26, 2011

RE: 1592 BARRINGTON STREET – PROPOSED NEW INFILL BUILDING
WIND IMPACT ASSESSMENT REPORT

Dear Mr. Harvey,

With regards to the proposed design for a new infill building to be situated at 1592 Barrington Street and as per the drawings submitted for a Site Plan Approval Pre-Application, we hereby submit our report for a qualitative wind impact assessment.

The design fits within the setback and stepback height requirements as per the Downtown Halifax Land Use By-Law. This includes a streetwall façade which is situated at the street line, rising to a height of approximately 50 feet, then stepping back 10 feet to an overall height of approximately 72 feet. The proposed building maintains the line of existing neighbouring buildings which are at or very near the edge of the sidewalk. The height of the proposed building is consistent with the heights of existing neighbouring buildings. Canopies are proposed above both the office lobby entrance and retail entrance.

The existing conditions of the neighbouring buildings, which include the Khyber and Tramway buildings, is such that wind impact at the sidewalks are consistently comfortable for walking and standing. This is due to the relatively low heights of the buildings and the articulation of the facades and roofs which assist in mitigating the downwashing of wind. The proposed design for the new infill building should provide similar comfortable conditions with respect to wind impact. This is largely a result of maintaining similar heights and building shape while also providing relief to the façade.

The stepback at the 5th floor, which creates a 10 feet deep roof terrace will mitigate wind from downwashing to the sidewalk below. The use of canopies will further mitigate wind from the ground floor entrance areas. The office lobby entrance is recessed which will provide additional protection from wind and weather. Reliefs in the façade, such as those provided with the projecting 'frame', recessed slot and mansard roof will assist in further mitigating wind as it washes down the building.

Overall, it is anticipated that the proposed building will provide comfortable conditions with regards to wind impact along the adjacent sidewalk and will not increase any wind impact beyond that which exists within the neighbouring area.

Yours very truly,

Eugene Pieczonka *FRAIC, NSAA, AAPEI, AANB, NLAA*
Principal