1.0 Breakdown of Uses by Building.

The Development comprises of two tower elements of equal height, with a central Atrium Space and Exterior Plazas located between the towers. At the corner of Duke Street and Granville Streets, the original Bank of Commerce Building is substantially conserved while four other heritage facades are incorporated into the development.

The North Tower includes:

- 8,550 SqFt GFA of Retail Space at ground floor level,
- 240,100 SqFt GFA of Commercial Office space above on levels 2 to 22.

The South Tower, including the substantially conserved Bank of Commerce Building, includes:

- A 77,250 SqFt Boutique Hotel on floors 0 to 9, providing 96 suites,
- A 90 place restaurant and support accommodation.
- Above the hotel are located 88 Condominium units on floor 11 to 25, comprising 127,070 SqFt GFA.

Entrance to the hotel is via a new plaza along George Street. The condominium pedestrian entrance is along Granville Street through the rear façade of the original Bank of Commerce Building. The main entrance to the Office Tower is along Duke Street. A contiguous basement provides parking for 289 cars, service spaces and storage for residential and commercial occupants.

2.0 Amenity Spaces.

The Development is generously provided with publicly accessible amenity spaces including:-

- 4,500 SqFt Enclosed Atrium Space over three floors.
- Two Landscaped Plazas on either side of the central atrium totaling 4,117 SqFt.
- A widening of Hollis Street sidewalk providing landscaping, seating and bike racks totaling 1,240 SqFt
- An Enclosed Pedway spanning Granville Street is projected for the future.

3.0 The Viewplane and its Impact on Development.

Viewplane #5 grazes the site at its southern edge. The South Tower is set back to take account of this.

4.0 Minor Variances Required.

The project requires five minor variances based on current bylaw:-

.1 Streetwall: Streetline setbacks. LUB Sec.9(1) calls for a maximum setback of the building line from the property line of 1.5m. In four locations the setback is on excess of this in order to provide the three public amenity space as described above.

.2 Minimum Streetwall height: LUB Sec.9(3) calls for a minimum height of 11m. In one location this is not the case so as to facilitate public amenity space and an active street façade.

.3 Land Use at Grade: LUB Sec.8(13) calls for a minimum storey height of 4.5M. At the rear of the Office lobby on Duke Street, storey height is 3.81M. A conforming double height space is provided to the street.

.4 Depth of Building: LUB Sec.10(11) calls for a maximum width of 27.5M for any part of a tower above 33M. The north tower is 28.1M in width, but conforms to bylaw standard for the more critical streetwall setback for the highrise portion of the scheme.

.5 Prohibited External Cladding Materials: LUB 8(20)(g) prohibits the use of darkly tinted glass. The envelope of the hotel element of the proposal includes dark colored glass as a part of the buildings energy efficient performance. This includes Building integrated photovoltaic panels that are inherently dark in color, and dark tinted solar control glass in order to reduce electrical load required for space cooling.

22ND

COMMERCE **SQUARE**

Substantive Site Plan Approval Application
Submission to Halifax Regional Municipality
Presentation to Design Review Committee

January 9, 2014

Contents

1.0 Introduction and Summary

This report represents the completion of the Substantive Site Plan Approval Application stage for the 22nd Commerce Square Project in Halifax, Nova Scotia. The Redevelopment of the single City Block that is subject of this Application provides significant opportunity within a single project to accomplish a number of objectives, including:

- A major Live-Work Opportunity realized within the primary regional hub for commerce, culture and tourism.
- The Protection and restoration of historic facades, and a distinct historic landmark building.
- The addition of a new sequence of all weather public open spaces, including an indoor anchor space and outdoor plazas.
- The enhancement of the quality of streetscape (facades, materials and use opportunities) for pedestrian user.
- An opportunity to create a contemporary, well mannered and pedestrian friendly development.
- A development that supports existing Transit and active transportation systems.
- The continued evolution of established development patterns for the downtown – densification, diversification and upward growth.
- An Opportunity to showcase the Halifax by Design Policy and its potential.
- A development that provides ease of maintenance – reducing the burden of ownership and operation on the city and building owners.
- A project that contributes a positive and durable legacy in the City's evolving identity towards the 22nd century through Sustainable building design and construction, reducing the burden on the planet and future generations.

We are confident that all of these objectives may be met whilst meeting the expectations of the Owner, the Municipality and the Citizens of Halifax.

Reference is made to Halifax Regional Municipality documents throughout this report, with specific references noted in parenthesis at the end of sentences or paragraphs; citing the document and section or clause referred to. For example - *(HRM Design Manual 3.3.1(a))*

2.0 Urban and Architectural Design Description

2.1 Overall Concept

This concept statement includes two parts; the enabling works stage, and the new construction phase.

The Development Proposal requires an enabling works phase comprising the demolition of the majority of structures within the boundary of the site, including the RBC Tower and associated low-rise building which fronts onto Hollis and Granville Street. The proposal also includes the demolition of smaller commercial buildings on Granville and Hollis Street that date form the 1960's and 70's. Excavation to an elevation of between 30 and 50 feet below present sidewalk height is required to provide parking for the new development.

The Proposal includes the conservation and reuse of five existing municipally registered Heritage structures. These are:

- Façade and major interior space of the Bank of Commerce Building. 5171 George Street. c.1906.
- The façade of the Old Merchants Bank Building. 1819 Granville Street. c.1911.
- The façade of the Flinn Building. 1820 Hollis Street. c. 1860.
- The original façade of Champlain Building to its pre-1911 condition. 5162 Duke Street. c.1860.
- The façade of the Hayes Insurance Building. c.1860.

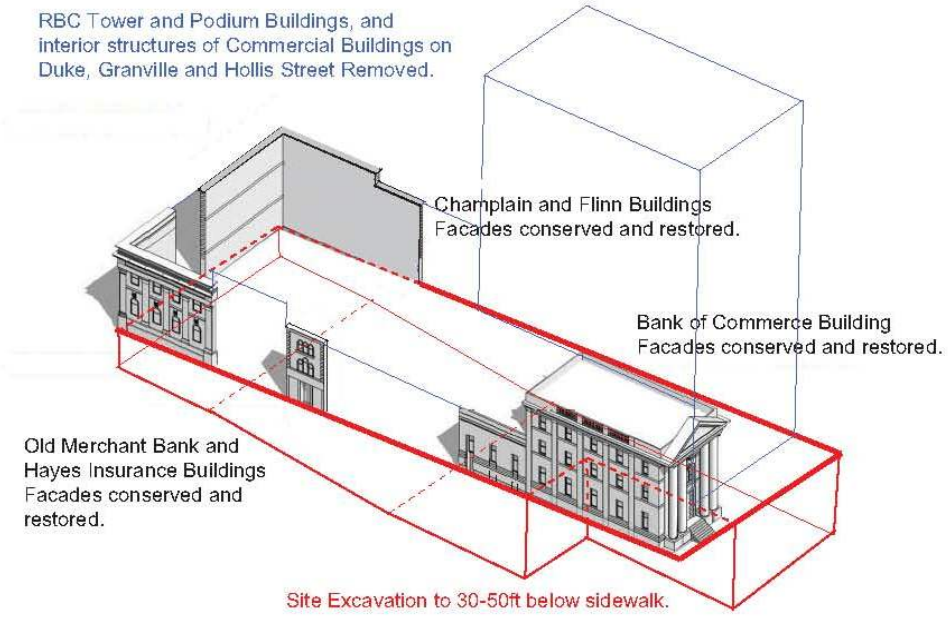


Fig.1 Sketch Illustration of proposed demolition, excavation and retention strategy.

Once this preparatory move has been undertaken, the site is available for development according to bylaw *(Fig.2)*. The existing buildings place a limitation of the fullest opportunity *(Fig.3)* and so the opportunity to develop above the retained Bank of Commerce is taken so as to maximize floor area within the limitations bylaw *(Fig.4).*

Programmatic uses are distributed according to the best use for the various parts of the building. This places the office accommodation so as to use the Duke Street address, the placement of the hotel and condominium uses to as to make use of the southern aspect and uninterrupted views of the Legislature. The proximity of the former Bank of Commerce, and its intended use as a Restaurant compliment this use of the south tower. Whilst the base of the south tower is activated by the hotel and condominium entrance, retail uses are located below the north tower to activate the pedestrian frontage on three sides, and make best use of the existing facades on these streets *(Fig.5*).

The exterior form and articulation of the Building Envelope reconciles three determinants: legible and rational representation of these programmatic uses, the application and influence of bylaw requirements, and a considered and articulate response to urban context.

The four main elements of the scheme comprise a strong, street-scale base which includes several existing facades, a central body or middle comprising the two towers, and a concluding top plane of white ceramic tile which unifies the two towers into a single entity in a distinctive manner *(Fig.6). (HRM Design Manual 3.3.4(a))* The fourth element is the minimally detailed Atrium whose glass enclosed wooden portals define a new Civic place in the city, and a connection between Hollis and Granville Streets; enhancing pedestrian permeability. *(HRM Design Manual 3.3.1.(a))*

The two towers appear with synonymous but distinct identities unified by a common theme in the form of a plane or ribbon of ceramic tile that descend from the roof plane sinuously around the masses of the project. *(HRM Design Manual 3.3.4(b))* These vertical elements rise to meet this plane from a visually complex but rationally derived street wall podium that unifies the existing and retained facades amongst a more restrained contemporary language of elements and forms that are sympathetic is scale, articulation and material language

The white colored, glazed ceramic tile ribbon is a contextual reference intended to acknowledge the finely detailed white terracotta of the Merchants Bank of Canada Building whose façade is representative of the classic age of Mercantile Architecture in the early twentieth century. *(HRM Design Manual 3.3.1.(b))* Its ribbon-like quality acts as a unifying element through the entire development *(Fig.6A*). As a compositional device, it rationalizes setbacks and changes in use while creating a unique architectural expression.

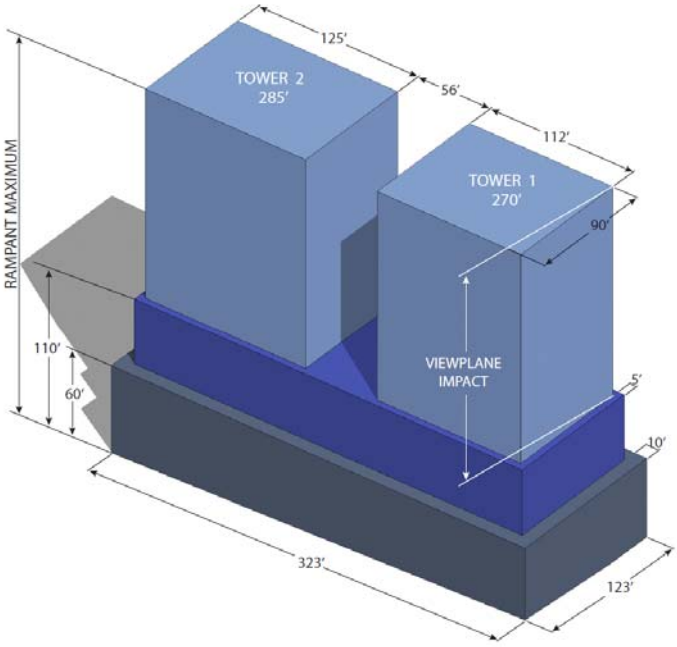


Fig.2A: Development opportunity as per HRM by-law.

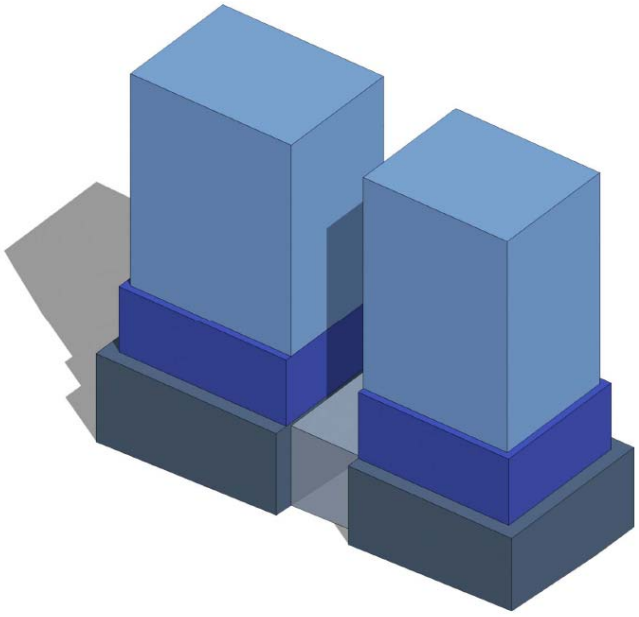


Fig.2B: Development opportunity as per HRM by-law with Atrium introduced.

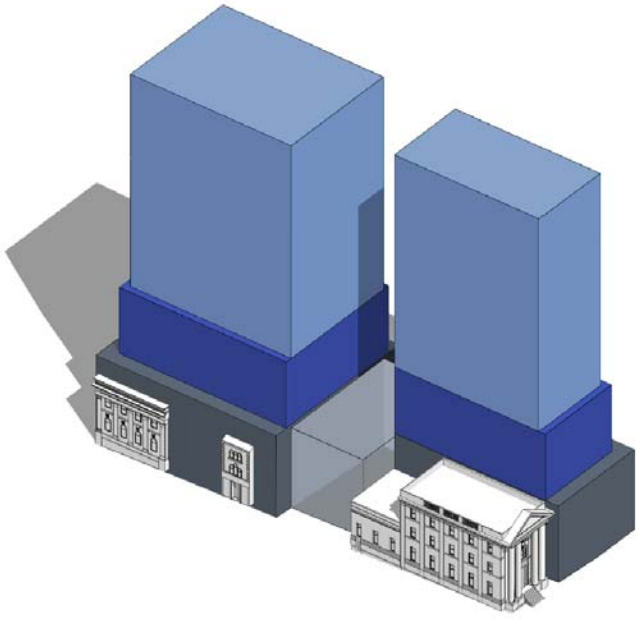


Fig.3: HRM By-law limitations due to existing heritage resources.

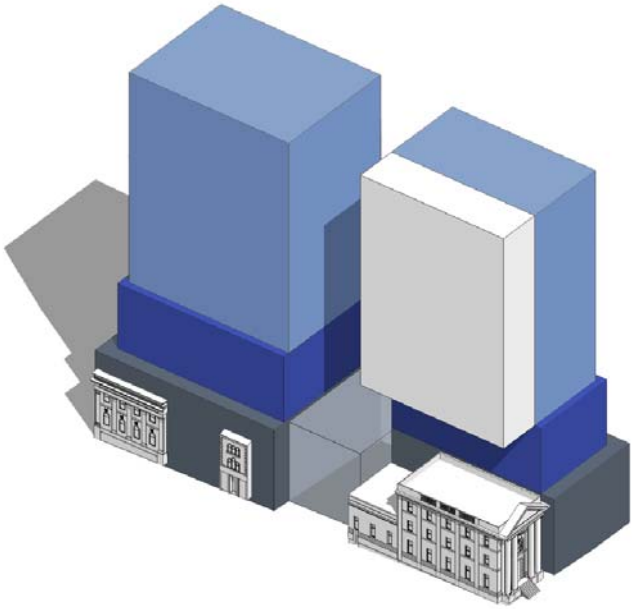


Fig 4: Recapturing of development opportunity above Bank of Commerce Building.

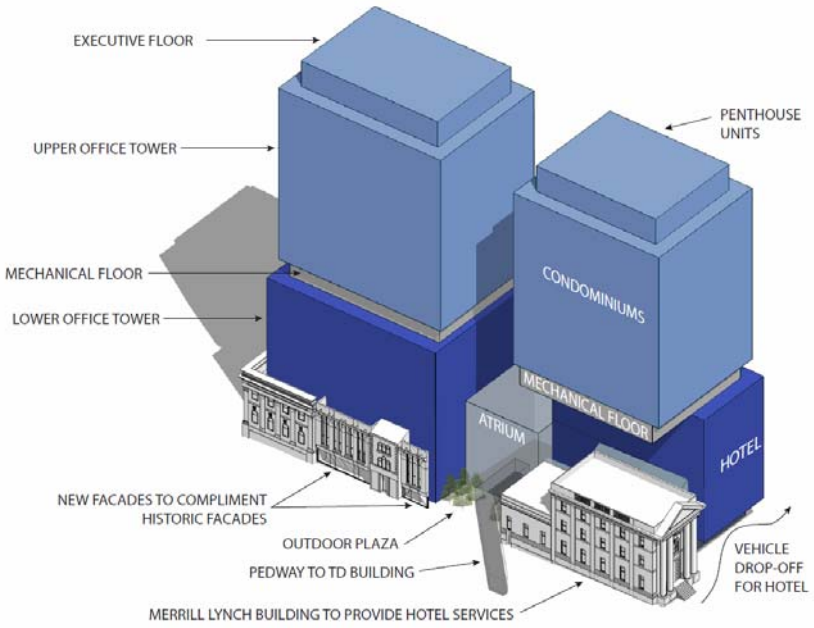


Fig.5: Distribution of programmatic uses.

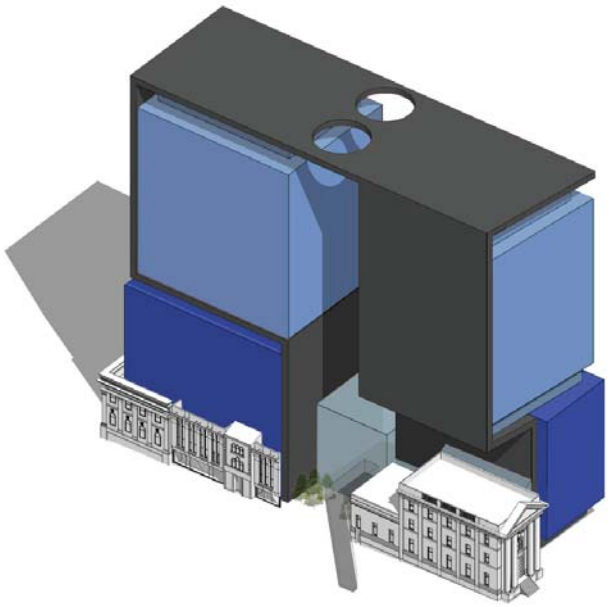


Fig.6A: Unification of volumes and uses with ceramic ribbon

Fig.6B: The Ceramic Ribbon in abstract.

Fig.6C: Architectural Model of the Proposed Development - George and Hollis Street Facades.

Fig.6D: Architectural Model of the Proposed Development - Granville Street Facade.

2.3 Streetwall - Podium - Atrium – Entrances.

The functional purpose of the streetwall is defined well in the Design manual. In addition, its primary urban design purpose is to contribute in a meaningful manner in defining the collective and established identify of the City, and the status and role the buildings within its curtilage have within that environment.

Streetwall

Existing streetwalls in the Commercial Hub of Halifax are typically 4 to 6 storeys in height and comprise for the large part formally articulated facades that are distinctly representative of their era. Most importantly, they address the street and pedestrian realm in a visually active and functional manner that reflects the period up until the mid 20th century where the city was primarily a pedestrian environment. With regards to the more modern buildings, which include the small infill building on Granville Street and the RBC building, they are representative of an era where pedestrian scale and use ceased to be the preeminent factor in the shaping of the city.
A central aim of this project is to reestablish the tradition of placing the pedestrian experience firmly at the helm in shaping the appearance of the streetwall. A further aim is to develop engagement with the addition of new public space, and add improvements to the pedestrian experience of the streets that surround the site. A challenge to this task is the sloped nature of the site, and the way building floor levels relate to the constantly varying sidewalk elevation without loosing engagement. A key approach in achieving this aim is to reinforce established streetscape typologies identified in the MPS. *(Ref. HRM MPS Map 9)*

Contemporary elements of the revitalized streetwall such as the stone clad podium to the hotel, and the picture-frames that define the new retail facades and office entrance, allude to and reinvent the legacy of the use of a timeless material in facades within the City Centre. In the case of the three retail facades, the contemporary desire for transparency and a visual dialog between the street and occupants on multiple levels necessarily pushes the stone to the perimeter of the façade where it becomes a picture frame to the activities beyond. The central portion of these picture frames are broken between first and second floor in order to provide for tenant signage in a way that relates to the traditional fascias of existing shop facades while creating sheltered storefronts at street level. *(HRM Design Manual 3.3.1(b), 3.3.2).*

Podium

This theme of relating Contemporary elements to the podium with their historic context extends to the extensive granite base to the south tower that provides visual reference to the Bank Commerce's new informal role as Restaurant Annex to the proposed Hotel. This extended granite base also acts as a defining plane to the base of the south façade in the way the white ceramic ribbon does the top.

Rising from the Podium are five existing and conserved municipally registered Heritage Facades. These are:

- Bank of Commerce Building. 5171 George Street. c.1906.
- Old Merchants Bank Building. 1819 Granville Street. c.1911.
- Flinn Building. 1820 Hollis Street. c. 1860.
- Champlain Building. 5162 Duke Street. c.1860.
- Hayes Insurance Building. 1813 Granville Street. c.1863.


Fig.7-8: Photo of Existing Original Old Merchants Bank and Flinn Facades to be conserved.


Fig.9-10: Existing Facades of Champlain, Hayes Insurance Building, to be conserved.

Fig.11 Existing Facade and main space of the Bank of Commerce Building, to be conserved.

Approaches to the conservation of existing facades balance reverence for their inherent historic legacy, and the practical needs of the project as a whole. Approaches vary between the manageable repairs required for the Bank of Commerce, Hayes Insurance and Flinn Building facades, to the more extensive major repairs and restoration needed at the Old Merchants Bank Building, to the restoration of the dignified qualities of the Champlain Building's original 4-storey facade. Reference to the Heritage Impact Statement should be made in regards to proposed works to these buildings.

Atrium

The space between the two towers is deliberately understated and occupied by a minimalist glass enclosure signifying the open and public nature of this new contribution to the permeability of the city. This extends to the property boundary in the form of public open space described later. In this Atrium, it is intended to create a unique and positive space for Halifax; one which acts as both a connecting node within the building but also between buildings, streets and the downtown. As a 'go-to' space, its scale is carefully proportioned so as not to seem overwhelming but instead, transparent and welcoming.

Above the atrium, and spanning between the tower; the white ribbon extends across the void; but dissolving into two edge strands so as to diminish its visual weight and impact on day lighting to spaces below.

Entrance

Whilst the existing facades rely on traditional decorative elements such as cornices and pediments to create legibility and define functions such as entrances, the new buildings within the stone podium are punctuated by recessed openings within the stone streetwall, and overhead planes in contrasting polished metal in order to define Entrances to the four key building uses.

At the condominiums, three stainless steel lanterns punctuate through former window openings in the existing granite façade to signify the Main Granville Street Entrance. At the Duke Street Office Entrance, a larger, similar single stainless steel lantern float proud of the stone picture frame portal to denote this major entrance.

At the corner of George and Hollis Streets, the major public entrance area and lounge space of the hotel are defined by a common wrap-around canopy in polished stainless steel that also acts as an extended base to the saw-tooth facades above. The canopy, and distinctive sawtooth cladding above wrap-around and define a contemporary identity for this prominent corner site. *(HRM Design Manual 3.3.1.(c), 3.4.2.)*

In all cases, a simple and legible form results making use of the building by all users and at all times of the day as easy as possible. *(HRM Design Manual 3.3.3)*

2.4 North Tower

The white ribbon divides the north tower in two as a means of defining a transition in scale at mid height; reflecting the formal facades of the 6 storey buildings north of Duke Street. Above this height they create a deep-set articulation to the north face of the office tower. This pattern evokes a defensive posture to the exposed northern edge of the site and the winter wind. Glazed slots afford views to occupants though this shield of the harbour and bridges. East and west facades at the upper level are articulated in a two storey high pattern of unitized glazing panels. These deep-set glazed façade panels provide optimal shading to reduce cooling load on building energy systems, whilst retaining full storey height views to the surrounding city. *(HRM Design Manual 3.3.1.(c), 3.3.2)*

Below the band at mid-height, articulation of the facades become a simpler matter with the overall form of the building taking precedence as a base element, mediating between the grand scale of the building above and the finer articulation of the street wall facades below. This simpler articulation is also applied to the south façade of the tower, facing its sibling to the south; so as not to create a visually crowded

sense above the atrium. Shading to reduce cooling load is carried out by full height window blinds provided through the base building so as to unify the appearance at night of the facades.

The simple glazed mass of the lower reaches of the tower nestle within a fringe of new, and highly ornate existing facades, separated by an interstitial space behind the height of the existing facades. These spaces reconcile floor height differences between the new and existing, and avoid the often encountered problem of blank or spandrel panels in openings where existing facades are reused in new buildings. This also provides a deep-set shading device and acoustic barrier between the offices and the streets beyond. This approach allows an effective reconciliation between building function, the visual integrity of the existing facades and environmental requirements.

The main entry point to the north tower is located on the cities commercially important Duke Street and defined by a formal yet simple portal and canopy. The glazed opening within the portal is articulated slightly differently to its retail frontage siblings, and addresses the scale and regulating lines of the adjacent existing facades. Behind this façade, a two storey lobby presents an appropriate and dignified scale to the new office building.

Access and systems within the tower are provided by a central integrated core which includes stairs, elevators, lobbies, washrooms and service spaces.

The roof of this tower is covered with solar collectors contributing to the hot water systems of the building. All rainwater from the roof runs to a large cistern on a middle mechanical floor which is used within the building in lieu of municipal water. This approach meets the intent of the city which calls for flat roofs to be landscaped; partly for visual reasons, partly as a way of reducing storm-water run off into the cities sewer system. This roof is not visible in plan from the Citadel. *(HRM Design Manual 3.3.4.(c))*

This roof includes a small number of servicing spaces for equipment. These are either grouped into one central area, or recessed down into a well within the top floor; so as not to be visible from adjacent locations. The exception to this is the three stainless steel flues that cannot be hidden, but are located adjacent to the central core so as to minimize their visual impact. *(HRM Design Manual 3.3.4.(d))*

2.5 South Tower

The juxtaposition between the mannered symmetry of the Formal Entrance Façade of the Bank of Commerce, and the equally composed asymmetry of the South Tower is intended to establish a bold and memorable presence on the proposed Promenade of George Street. This contrast of ages faces onto the proposed Grand Promenade of George Street, presenting an extended formal presence befitting the Civic Importance of this new Linear Public Space. Acting as the keystone of the northern edge to the wider square that frames the formal grandure of the early 19th century Province House, it contributes to a sense of place that includes representation of the many Ages and styles of Architecture that define Halifax's unique and historic identity.

The South Tower comprises two separate residential uses in the form of the proposed hotel on the lower floors and the condominium units above. The white ceramic ribbon again is used to separate these uses at the mid height of the tower in a legible and rational manner, acknowledging the presence of the Bank of Commerce Building below.

The upper reached of the building echo the scale and textures of the north tower, with further articulation from balconies and opening lights. Balcony guardrails continue the glass and aluminum theme with their simple yet robust detailing. *(HRM Design Manual 3.3.1.(c))*

The lower floors at the proposed hotel introduce an entirely different texture to the street that is intended to be distinct within the palate of the project, and signify the hotel as a self contained element within the whole. The `sawtooth` vertical section is derived from the carefully considered geometry of a facade that includes skyward facing Building Integrated Photovoltaic panels, and streetward facing windows whose tilt provides shading from glare and reduced cooling load on building energy systems. This texture is continued on three sides. *(HRM Design Manual 3.3.1.(c))*

Access and systems within the tower are provided by a central integrated core which includes stairs, elevators and service spaces.

The roof of this tower is landscaped and includes terraces serving the upper floor penthouses, with dense hedges providing privacy between these areas. All rainwater from the roof runs to a large cistern on a middle mechanical floor which is used within the building in lieu of municipal water. This roof is not visible from the Citadel. There are no rooftop services or equipment other than three stainless steel flues that cannot be hidden, but are located on top of the central core so as to minimize their visual impact. *(HRM Design Manual 3.3.4.(c))*

2.6 Parking, Cycle Storage and Service Levels

The scheme aims to minimize the impact of on street parking by occupants and provides three floors on below street parking for occupants; accessed from Hollis Street. *(HRM Design Manual 3.5.1(a))* This provides a total of 141 spaces for office workers, and a further 148 spaces for hotel and condominium occupants using an innovative stackable parking system. This would be serviced by a quick-turn-around valet service from curbside or from either the hotel or condo lobbies. Such systems are more common in larger cities where residents may not want the inconvenience of parking at distance from their residence, or the time taken to park in multilevel parking structures.

Provision for cyclists is made in the form of Class A and Class B storage in accordance with Municipal and LEED Standards. This includes changing and showering facilities accessed off the Atrium. With cyclists personal security in mind, access would be controlled by card access and is via a dedicated entry door on

Hollis Street. Class B stalls are located along the street on this side of the building in amongst benches and street trees.

An unusual but memorable feature of the podium at this point is the glass 'vitrine' that punctures the granite plinth and extends into the widened sidewalk. This showcase to the cycle store both celebrates active transportation, and allows public surveillance of the store at all times.

Whilst not obvious above street level, the parking spaces do impact the facades in the form of ventilation louvers required to provide fresh air and remove exhaust air. These have been located in several locations and in a manner so as to diminish their otherwise industrial visual form and its undesirable impact on the public realm. *(HRM Design Manual 3.5.1)*

The parking entry and exit ramps are located on the most obvious location; Hollis Street, in order to mitigate risk to the public on the more busy pedestrian thoroughfares of Duke and George Street, and the quieter retail pedestrian nature of Granville Street. Gates to ramps are set back a full vehicle length of 20 feet to minimize the possibility of a vehicle blocking the sidewalk. Adequate lighting and signage will be provided to further reduce risk. *(HRM Design Manual 3.5.1, 3.5.4.)*

Much of the building mechanical and electrical spaces are located in these lower levels and access to them by servicing vehicles is a consideration in the design of headroom and space standards on the lower levels.

2.7 Pedway

In the long term, a Pedestrian Bridge or Pedway will provide an umbilical like connection between the new TD Tower across Granville Street, and the 22nd Commerce Square Building. The TD Tower contains few amenities other than the retail banking branch on Barrington Street. It is therefore the intention to extend the established public Pedway though downtown whilst providing occupants with all weather linkage to the facilities and food and retail uses that the new building will provide; some of which are accessible off the atrium and adjacent common areas.

The single storey Pedway will be designed to maximize its transparency in order to minimize its impact in views along Granville Street. Its design will also take account of Pedestrian comfort in regards to wind strength around and below its location. *(Ref. HRM MPS Map 12, HRM DG 3,2,6)*

Fig.12: Future location of proposed Pedway and impact on the TD building.

2.8 Exterior Landscape

The development includes both the formal Plaza and enclosed atrium space, and a series of small interstitial landscaped spaces around the periphery of the building edge. Materials used within these spaces will be consistent in type and quality so as to present a unified identity to the block. The use of flamed granite pavers and other materials of equal quality within that line will add to the richness of the material streetscape at the pedestrian scale.

The Central Space between the towers is framed with minimally detailed, exterior reflecting pools. These linked pools act as a picture frame around the atrium, and are punctuated by bridging spaces that tie Granville and at a lower level, Hollis Streets to the heart of the building. Flat surfaces suitable for sitting are provided as part of the pools to allow the public to enjoy these small, softer interventions in the otherwise hard edges of the city blocks. The Atrium provides an all weather/all season public space for meeting and informal social use, during normal business hours.

The widened sidewalk at the south end of the Hollis Street facade includes planters at the building edge, street trees and benches, along with the already mentioned Bicycle storage racks. This ensemble is

intended to enhance the pedestrian experience, and provide something of a buffer to what is a very busy vehicular street.

The Frontage to George Street is presently occupied by the formal Loggia of the Commercial Bank of Canada Building, and the open plaza that fronts the RBC tower. It is the intention of the Development to retain an open space as a contribution to the Civic qualities of the intended East-West Promenade along George Street, and as a gesture to the wider open rectangular space within which Province House presides. As an improvement over the current space, a flight of steps, landscaped planter and seating is provided to Hollis street, opening up this space for greater pedestrian use at this corner.

2.9 Renderings of Proposed Development

View of South facing elevation from George Street.

View of South facing façade from Hollis Street.

View of North facing façade along Granville Street.

View of North facing façade along Hollis Street.

View of Plaza and Atrium facing Hollis Street.

View of West Plaza, Atrium and restored facades along Granville Street.

End of Section 2.

3 Municipal Bylaw

Application of Provincial Standards and Municipal Bylaws having relevance and impact on the project has been reviewed and includes the following:-

- Halifax Regional Municipality: Downtown Halifax Secondary Municipal Planning Strategy.
- Halifax Regional Municipality: Downtown Halifax Land Use Bylaw.
- Halifax Regional Municipality: Land Use Bylaw – Schedule S-1 Design Manual.
- Halifax Regional Municipality: Bylaw H-200 (Heritage Properties)
- Halifax Regional Municipality: Bylaw H-300 (By-law respecting streets)

3.1 Application and response to Halifax Regional Municipality: Downtown Halifax Secondary Municipal Planning Strategy.

The Secondary Municipal Planning Strategy sets out the following Vision Statement for the Lower Central Downtown Precinct:

"Fronting on the central waterfront, and containing a large concentration of downtown office towers, hotels and major regional attractions, this precinct will continue to serve as the primary regional hub for commerce, culture and tourism. The gaps along the waterfront will be infilled with a mix of uses that integrate parking facilities and are focused around a series of distinctly designed waterfront plazas at the ends of the streets leading to the Harbour. Most significant of these plazas is at the terminus of the Grand Promenade, which serves as a splendid east-west spine that links the waterfront, Grand Parade and the Citadel. The design of the Grand Promenade will provide an appealing route for pedestrians to traverse the steep slope to access many downtown attractions and destinations.

New mid and high-rise developments along the waterfront will step down in height to ensure a low-rise frontage along the Halifax Harbour walk, while infill within the historic block and street pattern will be massed to ensure that buildings have proportional relationships to shallow depths of the blocks and narrow widths of the streets. In addition to major new office complexes, substantial new high-density residential developments will help to balance the mix of uses in the precinct and ensure a vibrant street life throughout the day and in all seasons.

Defining landmark development and improvements will include the infill of major vacant sites to the south and along the waterfront, the redevelopment of the ferry terminal to create an identifiable civic landmark, and major enhancements to the public realm that include key streetscape improvements, new plazas and key public art installations".

Downtown Halifax Secondary Municipal Planning Strategy 2009. Ch.2.3.4.
Vision for Precinct 4: Lower Central Downtown.

The development sits wholly within the Lower Central Downtown Precinct #4 of the area zoned as DH-1 and is within the area of Central Blocks Categorized within the Strategy. The site includes four registered heritage buildings/facades to be conserved, with one to be reconstructed.

Figs.13-14 Photos; aerial views of existing site and Urban context.


Fig.15-16 Photos: Street views of existing site from south.

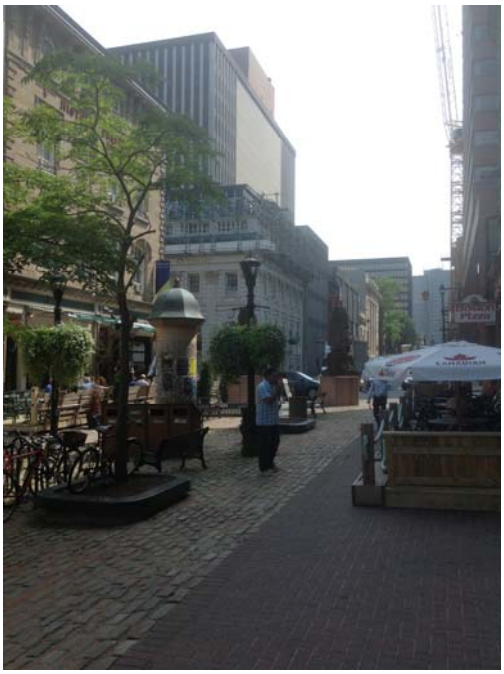



Fig.17-18: Photos: Street view of existing site from north.


Figs.19-20: Photos: Street views of existing site from east.

Figs.21-22: Photos: Street views of existing site from west.

The site in defined by the Primary Civic Avenue of Hollis Street to the west, the Pedestrian Priority Street of Granville Street to the east, the East-West Grand Promenade of George Street to the south, and the East-West Harbor View street of Duke Street to the north. Hollis Street provides a one way, vehicle oriented street

into downtown, whilst Granville provides a one way pedestrian oriented street. Both George and Duke Streets are two way, pedestrian oriented streets. The closest cycle-way is two blocks to the east of the site on Lower Water Street.

To the south of the site is situated the Provincial Legislature which sits within a Green Public Open Space. George Street which lies between this open space and the site, is designated a potential plaza space linking the Citadel and the waterfront in the Strategy. Both Duke and George Street are recognized as providing Window Views between the Waterfront and the Citadel. View-plane #5 from the Citadel grazes the south side of the site by a few feet. Both Granville and Hollis are recognized as contributing to northward terminus views which define visual termini at boundaries to the central downtown area.

The block is currently comprised of several individual properties which are now under single ownership. A lot consolidation of the entire block will occur prior to any application for construction permits.

We believe and intend that this proposal is in general conformance with the policies and intent described within the Secondary Municipal Planning Strategy, and this conformance is describes in the following section in response to the standards and guidelines defined within the Land Use Bylaw.

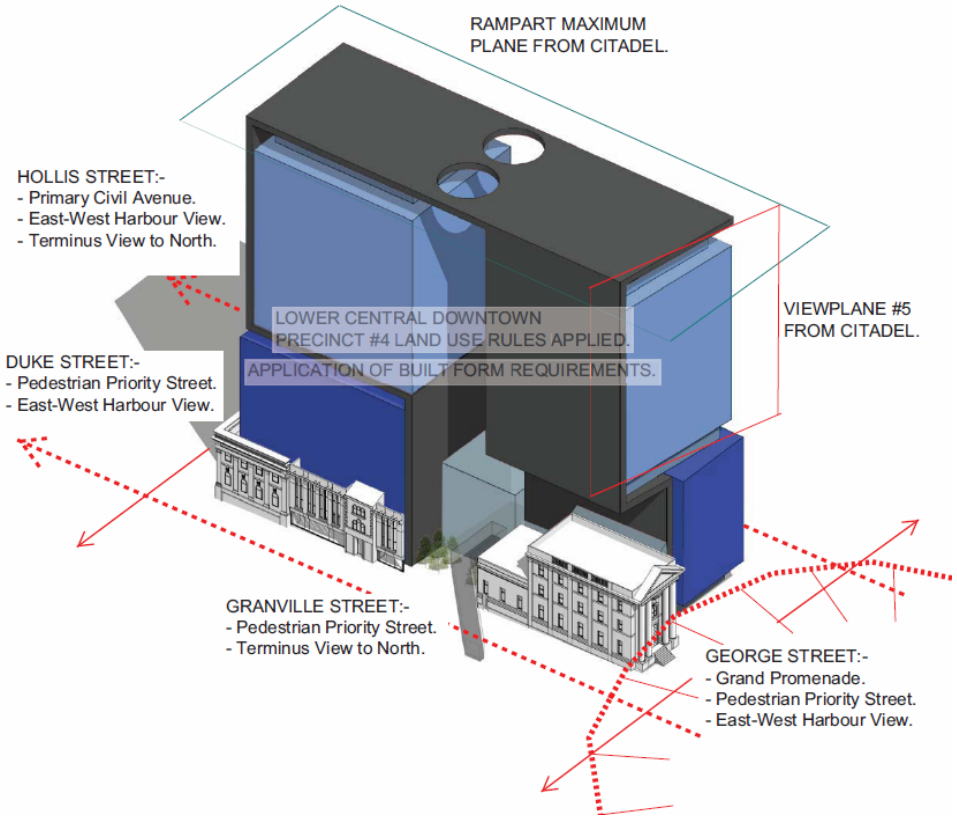


Fig.27 Sketch Analysis diagram of existing site and planning parameters.

3.2 Application of and response to Halifax Regional Municipality: Downtown Halifax Land Use Bylaw.

Sections 1 - 6 relate to policy and procedure requirement and as such are not responded to in this report.

.7 Land Use Requirements.

.7(1-3) The proposed Mixed Use Development includes Commercial Uses (Retail and Office), Residential Uses (Condominium and Hotel). Open Space Use, and ancillary parking uses. All proposed uses are within the Permitted Land Use Section 7 Subsection (1). Subsection (2) limiting the type of use of the street level commercial space is noted and is to be applied. This limits the ground level use to Banks and related uses, Licensed Alcohol Establishments, Personal Services Uses, Easting Establishments, Retail Uses, Cultural uses and secondary and support uses accessory to the above.

.7(4-5) The Condominium Dwelling unit mix is designed to meet the standards set by subsection (4) with at least 33% of the dwelling units containing two or more bedrooms. The Condominium development includes 36 two bedroom and 48 one bedroom units over 12 floors. The condominium development has its own Entrance Lobby onto Granville Street with elevator and stair access independent of the hotel.

The lower section of the south tower is proposed as a Boutique-style hotel. Whilst this is the intention, until such time that a Hotelier is secured, this portion of the tower may adapt itself to more residential use. In either circumstance, the exterior treatment and form of the tower shall remain largely unaltered from the proposal.

.8 Built Form Requirements.

.8(2) For purposes of Section 8, subsections (1) and (2), the development is deemed a single building covering several lots (Refer Appendix B: Existing Site Survey Plan) with continuous street frontage to four sides.

.8(3)(5) Subsections (3) and (5) are applicable due the five existing heritage properties on the site, and the development of lots abutting these properties. (Refer Appendices G: Heritage Impact Statement and Historic Building and Stonework Reports)

.8(6-7) It is the intention of the developer to pursue post-bonus height in accordance with subsections (6) and (7).

.8(12) It is the intention of the development to landscape the south tower roof in accordance with subsection (12). The roof of the north tower is entirely covered with mechanical equipment or solar collectors. Storm water run off is collected by cistern and reused within the building in accordance with the intent of section 3.4.5 (Sustainable Design) of the MPS.

.8(13) Building Uses accessible at grade have an average storey height of not less than 4.5m in accordance with sub-section (13) in all except one instance. At the entrance to the office tower on Duke Street, the rear portion of the lobby has a storey height of 3.65m. This portion of the lobby does not front onto the street, where it is two storeys or 9.14m in height. Please refer to section 3.4 of this report for the minor variance description.

.8(14) The site is crossed by View-plane #5 at the south end of the site. Please refer to Appendix B for copy of the Certified Drawings and a letter from SDMM Surveyors demonstrating conformance of the design with this viewplane, in accordance with sub-clause (14).

.8(15) The maximum height of development on the site is restricted by the Rampart Maximum. Please refer to Appendix B for copy of the Certified Drawings and a letter from SDMM Surveyors demonstrating conformance of the design with the Rampart Maximum Allowances, in accordance with sub-clause (15). This illustrates proposed and allowable heights at specific locations on the roof plan.

.8(18) The building is in excess of 20m above sidewalk elevation and as such is subject to a wind impact assessment, in accordance with sub-clause (18). Please refer to Appendix F for details of this assessment, including measures recommended, and included in the development for mitigation of wind.

.8(20) Prohibited materials shall not be used on the development in accordance with sub-section (20). The development is in conformance with this by-law with the exception of dark tinted glazing to the hotel. This is to facilitate the sustainable design of this part of the building. This includes the integration of Photovoltaic Panels into the upper portion of the storey height, that are inherently dark, and the need to minimize solar gain in the lower vision glass part of the glazing, so as to minimize cooling loads. Please refer to section 3.4 of this report for the minor variance description.

.9 Streetwalls.

.9.1 With four exceptions that are subject of minor variances, Streetwall setbacks are in accordance with Map 6 of the Bylaw that establishes that setbacks shall be within the 0 – 1.5M range. These variance are for the extended width sidewalk at the south end of the Hollis Street Façade, the frontage to the hotel on George Street and the west and east plazas on either side of the atrium. Please refer section 3.4 of this report for the minor variance description.

.9.2 Streetwall heights are in accordance with Map 7 of the Bylaw that establishes that setbacks shall be not more than 18.5M.

.9(3-4) Streetwall minimum heights are in accordance with sub-section (3) of the LUB with one exception. At the base of the hotel, no streetwall is provided. This is to facilitate and maximize both public open space in this location, to maximize the connectivity between the interior of the building and the street;

enhancing the pedestrian experience. Please refer section 3.4 of this report for the minor variance description.

.9(5) Based on the pre-consolidation lot structure of the site, streetwalls are in conformance with subsection (5) that requires streetwall height to be consistent across the width of a given lot.

.9(7) Stepbacks are in conformance with those prescribed in subsection (7) with a minimum of 3m to parts of the building between top of streetwall and 33.5M, and a minimum 4.5M between 33.5M and rampart maximum.

.10 Building Stepbacks and Setbacks.

.10(8) The high rise portions of the two towers above 33.5M are to be separated by a distance of not less than 17M. The distance between the main bodies of the two towers at this elevation is in conformance wit this bylaw.

.10(9) The high rise portions of the two towers above 33.5M are to be a maximum size in plan of not more than 38M (N-S) and 27.5M (E-W). This is the case with the exception of the north tower that is 28.0M (E-W) in width. Please refer section 3.4 of this report for the minor variance description.

.10(12) Permitted encroachments are included within the proposal and includes balconies not more than 2M beyond stepback limits. The length of balconies along any given floorplane is not more than 50% of total length. Refer Building Sections and Elevations for exact dimensions.

Post bonus height provisions:

.1 It is the intention of the Developer to carry out the development pursuant to the provisions of Section 12 (Post Bonus Height Provisions). Maximum pre-bonus height for the site is 49m and post-bonus height is determined in accordance with the Allowable Rampart Maximum. For purposes of the calculation required under section 12, floors 13 and above for the south tower, and 15 and above for the north tower are in excess of the pre-bonus maximum height. This equates to 183,978sf or 17,092SqM of Gross Building Area.

.2 This would equate to a Public Benefit Figure of 17,092 x 10 x $4 = $683,644.

.3 The proposed building heights vary and are up to 85.09M at the centre point of each tower. (This is based on an average geodetic elevation for the sidewalk at 7.82M and a building height maximum geodetic of 92.91M). Detailed analysis of the building in relation to the rampart maximum plane has been carried out and the building height is within this plane. See Appendix SDMM Rampart Maximum Analysis Drawing.

.4 It is the intention to meet the requirements of sub-clause (7) Public Benefit Intent of the Bylaw in accordance with categories defined as follows:

- Preservation and restoration of the Bank of Commerce Building and to the extent possible, the Main Floor Banking Hall, as Heritage Resources in accordance with sub-clause (a).

- Preservation and restoration of the Merchants Bank of Canada, Hayes Insurance, Flinn and original Champlain Building Facades as Heritage Resources in accordance with sub-clause (a).

- The provision of the interior Atrium, Granville Street Plaza and Hollis Street Plaza and extended width sidewalk (including cycle racks, trees and benches) as publically accessible amenity space in accordance with sub-clause (b) in accordance with sub-clause (i). It should be noted that these public amenities are provided in lieu of a development opportunity that might have realized up to 35,000sqFt of leasable floor area.

- The pursuit and achievement of LEED_CS Platinum level for the base building development as exemplary practice in sustainable building, pursuant to MPS section 3.4.5.

- In the longer term, a publicly accessible Pedway between the TD Building and 22nd Commerce Square.

.5 Submittals required under sub-clause (9) shall be submitted as part of the development permit application and will include:

- Identification of the parcel of land for development. Refer Appendix B Surveyors Drawings - Legal description and Measured Survey of Existing Site

- Design drawings highlighting the scope and nature of the public benefit initiatives described above. This will include outline cost estimates for the proposed works, and proposed means of due process for supervision and acceptance of the public benefit components of the project.

Information on detailed costs, detailed construction drawings and specifications would not normally be available at this stage of the development process and will be submitted at the appropriate time, and will be consistent with the content submitted at the time of the development permit application.

.13 Landlords and tenants building signage.

Tenants signage; other than that required by code or other regulatory standard, shall be subject of a separate permit application, in accordance with Section 13 and the Design Guidelines. *(HRM Design Manual 3.3.3)*

.14 Parking.

Accessory parking is provided below street level and as such is not subject to the conditions of section 14. It is the intention of the developer to meet the stall size standards of the Bylaw where practical. Secure accessory parking is provided on three floors below grade via gated and remote/driver controlled access ramps onto Hollis Street. Parking provision is as follows:

Use	Basis of provision	Total	Type
Condominium	84 units	84	Concierge/ Stackable
Hotel	96 Suites	64	Concierge/ Stackable
Office	23,669SqM	141	Conventional (1 per 168SqM)
Retail	893SqM	0	-
Totals		289	

Office occupant will be provided with driver controlled secure access through the Hollis Street Entry ramps to the car park. Condominium and Hotel Occupants will use a Concierge system, with cars parked using a high density stackable system. Hotel set down for both guests and taxis will be outside the main Hotel Entrance on George Street in line with HRM's suggestion; with meters in this location being removed.

.14(15) Cycle storage is provided in accordance with Section 14, Subsection 15, and the requirements of LEED_CS Credit SS4.2 Alternative Transportation – Cyclist Provisions:

- Class A Parking — Main bicycle storage at Level 0 off Hollis Street – 56 Class A Stalls for Office, Hotel and Retail staff. Access to store is controlled. Bicycle stall size 1.8 x 0.6M. Securable racks provided. All stalls exceed the bylaw requirements.

  Condominium Owners Storage Lockers – 84 Class A Stalls. Storage provided in Condo Tenant Lockers. Access via elevator to lockers is controlled. Lockers are 2.4 x 1.5 x 1.8M.

- Class B Parking — Bicycle Secure loops are provided on Hollis Street and Level 1 in an uncovered location – 11 loops for 22 bicycles. Stalls are within 15M of Staff and/ or Main Entrances; all locations being easily observed by passing pedestrians, or by CCTV from the building operations suite. Locations are well lit and on hard surfaces.

This provision is based on the following calculation:

Use	Basis of provision	Total	Class A Reqd.	Class B Reqd.
Condominium	84 units	84	84	0
Hotel	96 Suites	5	6	1
Office	23,669SqM	48	48	19
Retail	893SqM	3	2	2
Totals		154	140	22

S-2 Wind Assessment Performance Standards.

The project is in excess of 20M in height and a wind study has been completed in accordance with subsections (1), (5) and (6). Please refer to Appendix B – Wind Analysis Report by RWDI. This study addresses all of the issues raised under subsections (2) and (3).

The project was modeled with both the adjacent Waterside and TD towers in their finished form so as to provide accurate results for the long term. The study concluded that based on the design of the building and wind pressure mitigating measures provided, that all major and secondary measures were comfortable in normal use for the vast majority of the time. The development has no impact on wind conditions on the sidewalk surrounding the site.

3.3 Application and response to Halifax Regional Municipality: Schedule S-1: Design Manual.

.1 The site is located within Precinct 4: Lower Central Downtown. The development meets or exceeds the stated policies for this Precinct, where relevant, as follows:

- The development is a large, mixed-use, high-rise development on an existing site.
- No surface parking is provided.
- The development enhances the animation of streetscape to improve pedestrian experience compared with that currently provided.
- Weather protected spaces are provided at street level at major entrances, and in the form of a new fully enclosed Atrium defining a new Public Space for the City. Careful analysis of the effects of wind on external open space in the middle potion of the development, and consequent design will lead to the provision of sheltered and useful public spaces outside of the new Atrium.
- The facades of the building onto the East-West Streets of George and Duke Street preserve and enhance the views between the Citadel and Harbour.
- Street level design of streetscape, and the disposition of uses in this location, preserves the experience of pedestrians along the proposed George Street Promenade as a major public thoroughfare.
- Significant Heritage properties of value, where existing, will be preserved and restored. This includes the facades and former main banking hall of the Bank of Commerce Building, the facades of the Merchants Bank of Canada, Hayes Insurance, Flinn and Champlain Buildings.

.2 The Streetwall of the development addresses the following:

The proposed development increases the linear footage of pedestrian oriented commercial space that a viewer might experience from the sidewalk as an activated Streetwall environment, in line with the definitions proscribes in the design manual.

Whilst existing retail frontages and the public space facing George Street are preserved, sections of building frontage along Hollis and Granville Streets that are currently visually and functionally closed to pedestrians are greatly diminished. This includes the creation of a 2.6M deep set-back and extended width sidewalk on Hollis Street as encouraged under section 3.2.3. This includes landscaping, benches, bicycle stalls and entrance to the main Bicycle store for the building.

On Granville Street, the heavy masonry façade to the rear of the Bank of Commerce Building is creatively reinvented to provide the new formal entrance to the Condominium Tower. The introduction of the central Atrium and two ancillary plazas greatly enhances the pedestrian experience of this block.

On the corner of Hollis and Duke Streets, a new recessed retail entrance is created by pushing the lobby into the building; affording a sense of shelter from what is a busy traffic node. Such small and discrete interventions as this can add up to greatly enhance the pedestrian experience of the city.

Existing facades already define the form, texture and character of the Streetwall base to the site. New interventions seek to counterpoint and complement the ornate and rich textures of the variety of Architectural Styles that exist with a contemporary language that speaks consistently to the language of the project as a whole. Extensive glazed areas also reflect the increasing desire for retailers to want to use the entire façade for display – which in turn articulates the street in a new, ever changing and original way. On Granville Street, this transparent veil reveals the upper floors of the offices to further activate the streetscape. The new facades are framed with well detailed granite tile cladding which mediates between the mass of the existing and the simplicity of the modern. Glazing is fenestrated with a strong vertical emphasis so as to echo the vertical rhythms of the existing buildings; particularly on Granville Street. The use of minimally detailed new interventions within the streetwall is deliberate so as to not compete with the rich and ornate character of the heritage facades.

.3 Retail uses are referenced in section 3.2.3. Retail uses are located at the north end of the site; wrapping around to extend south along Granville and Hollis street to around one third the length of these facades. Approximately 85% of the length of retail frontages are existing buildings. The balance consists of contemporary faces with glazed area in excess of 85% of their length. All retail entrances consist of covered, recessed lobbies to existing facades in accordance with the intent of the design guidelines. The transition zone between the sidewalk and retail space is minimized in a manner consistent with and sympathetic to the qualities of these existing facades. Entrances to retail spaces through these existing facades are all adjusted to be at grades so as to maximize accessibility. Whilst extended canopies over the sidewalk might improve pedestrian comfort at particular times; such interventions were rejected as not consistent with the Architectural integrity of the existing facades.

In accordance with subsection 3.2.7, other uses proposed are not considered suitable for conversion to retail at a future date and so the facades in these cases are designed as fit for intended purpose, rather than adaptation to later use.

Tenant's signage shall be subject of a separate permit to be submitted at a later date.

.4 Residential Uses are referenced in section 3.2.4. The Condominium and Hotel Building occupies the whole of the south tower. In contrast with the more regular articulation of the north, office tower, the south tower exhibits a more complex and varied series of forms, textures and materials consistent with the more complex nature of its residential uses.

The entrances to the two main residential uses are distinct and separately located. The hotel entrance is located facing the formal Promenade Space of George Street, with the forecourt and lobby

connected visually to the Provincial Legislature Building and its surrounding open spaces. The Condominium Entrance lobby is situated on the less formal frontage of Granville Street.

This has provided the opportunity for the creative reinvention of the former secondary façade of the Bank of Commerce Building; built as an addition to the 1917 building in 1924. With the remaining two windows extended to ground level, this massive granite plane contrast with the lighter layer of glass set to its rear within which the entrance doors are placed. Above these three openings are set three stainless steel, illuminated lantern-like canopies that extend over the sidewalk – denoting the Condominium Entrance. This creates a modern Loggia: a contemporary to its traditional neo-classical cousin at the front of the Bank of Commerce Building.

.5 Section 3.2.5. addresses design in relation to the sloping nature of the site. This site varies in elevation between 4.57M and 11.07M geodetic; a range of 6.5M or approximately 2 storeys in height. The high point is at the corner of Granville and George Streets, and the low at the corner of Duke and Hollis Streets.

Gradients on Granville streets are gentle and present little in the way of a challenge to preserving active uses at grade, with level changes limited in a way to avoid closed facades which are largely formed by existing storefront facades. Likewise on Duke and George Street, existing facades present an articulation and engagement to the pedestrian that avoids visually closed sections. Hollis Street, as a major vehicular corridor has been chosen as the logical location for vehicular access to the site, and delivery bays. The impact of these unavoidable functions is limited by the use of a shallow frontage configuration to these facilities on the interior, and the use of high quality materials to wall surfaces adjacent.

At the corner of Hollis and George, sidewalk levels are unavoidable midway between two floor levels making windows undesirable in this location for safety and security reasons. In this location, a setback has been formed to allow activation of the facades by the complex usage of space within the extended sidewalk depth, and the introduction of street trees and ground cover planting to the perimeter of the low parapets in this location. In addition, a formal stair is placed at the intersection of the streets creating an incidental and open space that the public are encouraged to use. This is further enhanced by the use of granite clad planters and walls which emulate the granite base of the Bank of Commerce Building. The proposed plaza becomes an area of respite along George Street. Below ground parking has required the introduction of large areas of ventilation louvers. These have been dispersed amongst several locations and in a way to limit their impact on the active nature of eye level facades. The overall development reduces inactive frontage from 100 linM to 18 linM – a reduction of 82%: with 94% of the overall site perimeter meeting the bylaw intention to provide active facades. *(HRM Design Manual 3.5.1)*

.6 Section 3.2.6. addresses the matter of elevated Pedestrian Walkways or Pedway. A Pedway is provided over Granville Street linking the development and the new TD Tower; owned by the same Developer. The purpose of this Pedway is to provide all-weather pedestrian access and extend the existing Pedway network within the downtown. This will allow the public and occupants to further engage with adjoining properties. The design of the Pedway structure and envelope seeks to minimize its visual impact on the terminal view northwards from George Street to the north end of Granville Street.

.7 Section 4 of the manual establishes a set of principles and guidelines that developments are expected to respond to in regards to Conservation and Heritage Resources. This narrative sets out the strategic intention of the project in regards to Urban and Architectural Conservation needs, including those defined within section 4. *(HRM Design Manual Section 4).*

This Section of the manual opens with a statement that establishes a broad principle and context for urban and architectural conservation in the city:-

"As part of the city's evolution, new architecture will invariably be constructed on the same site as, and abutting heritage resources. These guidelines ensure that as this evolution continues, the goal of creating and protecting a coherent downtown is achieved" (HRM Design Manual Section 4).

Further to this contextual statement, the opening paragraph to section 4.5 of the document states:-

" The intent of the these guidelines is to conserve the character of historic buildings while allowing for reasonable change to improve their functional and economic viability and enable their rehabilitation and revitalization…"

This context and intent recognizes that the greatest tradition of any confident, living city is that they exist in a constant state of change and renewal. The guidelines represent a way of reconciling what is truly valuable from the past, represented by the heritage resources within the city, with the very real value in allowing the city to grow in a economically viable and sustainable manner, without unreasonable impediment being placed on the continued evolution of the city.

This reconciliation requires both the protective mechanism of conservation guidelines that extend back to the Athens Charter and Patrick Geddes, and a realistic yet creative means of synthesizing the past and the present which in itself, if executed well, may demonstrate a valuable continuity of traditions through to the modernity that the new development must represent.

In this context, it is important to recognise that conservation is not the same as preservation. The latter may seek to freeze a place in time, whatever the cost; for its own purposes. Conservation is about the synthesis of what is best from the past, with its present day reality; by means of creative

reuse and if necessary, 'conservative surgery' to the artifacts, to quote the father of Conservation; Geddes, in order to make them fit for present day purpose.

The real challenge is to ensure that this process or renewal is executed to the very best possible standards, with due consideration of the heritage resource, and how the elements of old and new are reconciled in a meaningful and mutually sympathetic manner. This principle encompasses a variety of approaches including the restoration, rehabilitation, alteration, addition and subtraction of historic elements using Urban and Architectural design in a justified and well considered manner. These five approaches should lead to a solution that in its juxtaposition of the old and new; is greater than the sum of the mere separate parts that make up the development.

This development makes use of these components from this conservation toolbox. Some approaches are adopted for Urban Design reasons; such as the reduction in height of the Champlain Building, others to synthesise these existing heritage resources with their new purposes in a creative and meaningful manner, such as the new Condominium Entrance Loggia, and In the case of the stand off relationship of the existing facades to the office tower; a creative approach to reconciling the varying storey height requirements of the early twentieth century and those of the twenty-first.

This need to place Strategy for the Conservation of Urban Identity before that of the individual buildings is important if the integrity of place for that City is to be preserved. Whilst the particular merits of individual buildings are important, and indeed well represented by current Conservation Mechanisms and Legislation such as the Venice Charter and Schedule 'B' of the Bylaw, the Urban Design Context, and the moves necessary to place the development correctly within that environment are worthy of equal, if not greater consideration.

The site is presently not situated within an established Conservation Area. As experience Urban designers, we have assumed the existence of such in the form of a "Mercantile Quarter", best represented by the Urban and Architectural Strategies adopted within the region contained within Cogswell Street and George Street, east of Brunswick Street, and including the Granville Block. Within this area we see the evolution of Urban and Architectural Design intended as a response to activities that have long been at the heart of the economy of Halifax.

.8 The first and perhaps most significant contribution that the development brings to the City is the development of its very location within this "Mercantile Quarter". The growing City demands new and increasing amounts of leasable floor area. The development of this site up to the rampart maximum sits between three existing towers of similar size. This limits the further erosion upon views between the Citadel and the harbour, the overshadowing of residential areas, and the potential for adverse impact upon microclimate which other recent proposals might have represented. This concentration of density within three City blocks also continues a tradition spanning nearly fifty years with high buildings within Halifax, for the large part, being concentrated within the northern downtown precincts.

.9 The second way in which the development seeks to respond to its urban situation is the creation of a homogeneous and urban scale streetwall base. This idea is best represented in Halifax by the adjacent six storey Granville Block where differing architectural styles juxtapose within a uniform cornice line. This unity, combined with the regular street pattern of the locale creates the urbane and distinct character that defines this area of the city. Other locations where streetwall building heights do not relate express a more nascent and underdeveloped character, albeit appropriate in their peripheral relationship to the denser northern downtown core. The design recognizes both the importance of this common cornice line on three sides and reinforces it by the determination of the height of the new facades, and the restoration of the Champlain Buildings height to its original and correct height. *(Ref. Section 4.1, 4.2.1, 4.2.6, 4.3.1)*

In four locations, interruptions in the streetwall occur for specific reasons. Midway along the east and west facades, and in the south east corner, public spaces provide entry to an atrium, and the hotel; acknowledging the early twenty-first centuries rediscovery of the importance of the pedestrian realm in the city. *(Ref. Section 4.1)*

In the case of the setback and break in the streetwall on George Street between the Bank of Commerce Building and the new Hotel, a 'breathing space' allows the older building to read as the three dimensional entity that was originally intended. This takes the form of a glazed slot between the former Bank and the new tower, together with the substantial vertical space between the roof-place of the older building and the cantilevered portion of the new. *(Ref. Section 4.4.1-2)*

At the entrance to the Condominiums, an interstitial space is created using the former addition to the Bank of Commerce Building, with a new contrasting glass box that forms the interior component of this reinterpretation of the traditional loggia space. *(Ref. Section 4.1)*

A fifth break in the streetwall occurs only a street level; that at the corner of Duke and Hollis Streets. This provides a reentrant loggia space to the retail unit within. This also acts as a respite for the pedestrian at this very busy street intersection, and acts to reinforce the corner as a place in itself.

.10 The third issue that the scheme addresses is the integration and addition of streetwall facades between those that are pre-existing. Each of the present facades possess a distinct and separate character that combines the fashion of their time, their owners personal taste, and a sense of their original purpose or function. The new facades seek to continue this tradition by representing the early twenty-first century within the streetwall as a whole. To this end they are unified in their appearance, are substantially glazed on both the ground floor and upper floors so as to activate the pedestrian experience, and maximize daylighting and views to interior spaces – an important element in the sustainable design agenda which underlies the design. *(Ref. Sections 4.1.3, 4.1.6, 4.2.1, 4.2.2, 4.3.1, 4.4.3)*

This need to activate the pedestrian experience makes best use of the existing facades on Granville Street where entrances to new retail units are intentionally located within these facades, the new ones being deferential in purpose; acting as extended shop windows as a result. The intention is to adopt a combination of conservation approaches to storefronts within existing facades. Adequate documentary evidence exists to allow all of the earlier facades to allow this process to be undertaken. In the case of the Bank of Commerce, Flinn and original section of the Old Merchant Bank a restorative approach is possible. With the Champlain and Hayes buildings, a rehabilitative approach is suggested, whilst the newer (rear) section of the Old Merchant Bank will be subject of a creative renewal strategy involving retention and alteration of the body of the façade as part of a new architectural expression. *(Ref. Section 4.2.2, 4.5.2-3)*

As stated earlier, the existing facades are varied and inconsistent in their rhythm, fenestration proportion and materials. For this reason also, the need for the new elements to act as a simple unifying mechanism for reinforcing the homogeneity of the streetwall is all the more important. New elements unify both the cornice line and the sign band line. *(Ref. Section 4.2.3-5, 4.3.2)*

It is proposed that existing facades receive a rehabilitative treatment. The main conservation approach would be restorative with elements of rehabilitation where necessary – for example the upper portions of the Old Merchant Bank. In the case of the upper portion of the Champlain, the insensitive and ill proportioned 1911 addition to the original 1861 building will be removed as part of the strategy of reinstating the city block cornice line originally intended, bringing back to original character and character defining elements of what was once a very fine example of an Italianate Palazzo Style corner building. The present cornice which is believed to be in very poor condition, will be replaced with a replica of the 1861 original at the new top, fourth floor. Existing sloped roofs, retention of which is not practical, will be replaced with flat roofs and parapets. *(Ref. Section 4.5.4-7)* Present-day windows that have poor energy performance and weather resisting properties are to be replaced with new wood windows with clear glass. It is the intention to take the opportunity to restore the original fenestration patterns where possible. This will either be by emulating those where original windows exist, such as with the Flinn Building, or by examination of evidence, such as with the Champlain Building; recreating the original Architects intent. Windows will be operable where practical. *(Ref. Section 4.5.4-7)*

.11 More generally, the scheme represents a substantial addition to the scale of the present city block. This scale has been evolving in density and height since the early twentieth century. This started with buildings such as the Roy building that extended the existing four storey footprint of 19th century buildings vertically. This was followed by early high rise buildings such as the present RBC block and original TD tower, to this third generation of twenty-first century high buildings that is shaped in part by the bylaw conditions established through the Halifax by Design model. Representation of the new buildings is consciously distinct from the earlier ones and is discussed elsewhere in this report. *(Ref. Section 4.1.3)*

The material palate selected is distinct and differentiated from the earlier buildings with one material worthy of note in the context of conservation. This is the glazed ceramic tile wrap that unifies the various volumes of the new building. This is intended as a reference to the earlier use of glazed terracotta as an envelope material in the late nineteenth and early twentieth centuries for bank and high status mercantile buildings. The material is intended to reflect a continuity of use for this part of the city; as the economic hub of the City of Halifax. *(Ref. Section 4.1.4)*

Both the tower elements and the atrium will demonstrate the highest quality of architectural detailing. The atrium, with its cable supported glazed envelope will represent a sophistication that defines early twenty-first century technology in the way the façade of the Commercial Bank Building would have done one hundred years earlier. *(Ref. Section 4.1.7)*

Reference should be made to sections 4 and 5 of the Heritage Impact Statement for more in depth detailed and technical information as to how the proposed development effects the individual buildings that represent the heritage resources that the site possesses.

.12 Sustainability.

Sustainable design is regarded as paramount in the shaping of this development. The Development is to be implemented using the CaGBC LEED-CS 2009 model, with the target being the Platinum level for Sustainable Design. A more detailed description of the approach taken is included in Appendix E of this report, along with an up-to-date, expanded version of the credit table. The project is presently on target for Platinum Level Award with 98 credits either Targeted or with High Potential of achievement. The threshold for Platinum is 80 credits.

The guidelines for sustainable design included in the Halifax Land-Use Bylaw on Sustainable Design closely relate to those in the LEED model, and it is anticipated that by following the process of achieving the LEED-CS model, that the requirements of the Bylaw will be met. *(HRM Design Manual Section 5).*

Several ‘smart’ strategies and technologies included in the development are intended to reduce cost in use, extend operational service life and limit any negative impact of the development on the environment. These include:-

- High Density development in a downtown core; optimizing land use, reusing a pre-developed site, making best use of pedestrian connections to existing businesses and the transit system.

- The retention and conservation of significant heritage resources.

- Rainwater capture and reuse, reducing the burden of the development on the cities storm water system.

- Use of high albedo roofing materials, reducing the developments contribution to urban heat island effect and consequent increased cooling load costs.

- High efficiency water conserving fixtures: reducing water costs to tenants and impact on the cities sewer system.

- High efficiency building envelope: reducing the cost of heating and cooling the building to tenants, and enhancing the long term operational cost of the building to the owner.

- High efficiency mechanical heating, ventilation and cooling systems that will be properly commissioned; reducing both the short and long term cost of operation of the building to the tenants and building owner.

- Provision of on site renewable energy systems including a building integrated photovoltaic system that will offset electrical energy charges, and a geothermal field, waste heat collection system and flat panel solar array to significantly reduce water and space heating costs.

- Separation and recycling of construction waste; reducing the cost of and demand for environmentally harmful landfill.

- Use of materials within the building envelope that do not emit harmful odours or toxins; making the space attractive to tenants and staff.

- Design of building envelope to maximize daylighting; reducing dependence on costly electrical lighting.

- Limiting or avoiding the use of materials that might be toxic and harmful to the public or the environment such as CFC's, tobacco smoke and vehicle exhaust emissions from the underground carpark.

This combination of strategies and technologies is intended to realize a valuable and reliable long term asset in the property portfolio of the building owner, and one where the initial investment significantly extends the economic service life of the building, maximizing the return on the original cost to the owner. *(HRM Design Manual Section 5).*

End of section 3.3.

3.4 Minor Variance Requirements

The following minor variances will be required as part of the process for development permit application:

3.4.1. Streetwall Setbacks:

Reference: Halifax Downtown Land Use Bylaw: Section 9, Subsection (1). Streetwall setbacks are in accordance with Map 6 of the Bylaw that establishes that setbacks shall be within 0 – 1.5 metres.

Non-compliance: There are 4 areas of non-compliance:

1. For the extended width sidewalk along the south end of Hollis Street.
2. For the open publically accessible plaza in front of the hotel on George Street.
3. The plaza on the west side of the atrium along Granville Street.
4. The plaza on the east side of the atrium along Hollis Street.

Description: Streetwall setback variances are allowed as per Section 3.6.1 of the Design Manual.

1. The setback along Hollis Street is extended to 2.7 metres within the property line. This area is created as a public amenity space that will be enhanced with the planting of trees, provision for bicycle racks and seating. In addition, this will create a buffer along Hollis Street, which is otherwise a traffic-centric thoroughfare and not well considered for pedestrians. As a result, a better activated street experience will be created for pedestrians. The provision of bicycle storage in conformance with LUB Section 14 Subsection 15 is typically not provided in downtown developments due to the nature of maintaining the streetwall setback. The design has created an opportunity to fulfill this requirement as part of a more comprehensive approach to street enhancements.

2. The setback along George Street is extended to 7.7 metres within the property line. This area is created as a public plaza that will be enhanced with seating as part of the long planter that mediates between the plaza and George Street. In addition, the pedestrians experience of the three dimensional nature of the Loggia and Portico of the Bank of Commerce Building is enhanced by setting back the new façade in relation to it. Both these moves result in a better activated street experience for pedestrians.

3 & 4. The proposed plazas on either side of the central atrium are provided as public amenity space. It is the intention of the overall design strategy, to create punctuating “breathes” of space along the lengths of the block so as not to overwhelm the streetwall. The plazas will become thresholds to the atrium allowing both public and tenants to find outdoor areas of

respite. This will enhance the presence of the atrium and encourage its use as a means of connecting Granville and Hollis Streets as well as another means of entrance into the development.

The Design Manual (Section 3.2.2(c)) suggests that building may incorporate plazas and promenades in order to create public space. In addition Section 3.3.3(c) allows the incorporation of additional setbacks to enhance the prominence of building entrances or to make them more recognizable.

It is therefore requested that this setback variance be granted permission in accordance with Section 3.6.1(a) of the Design Manual.

3.4.2. Streetwall Height:

Reference: Halifax Downtown Land Use Bylaw: Section 9, Subsection (3). The minimum Streetwall height shall be 11 meters high, or the height of the building where the height of the building is lees than 11 meters.

Non-Compliance: A conventional Streetwall at the property line, or within the stipulated setback as defined in the Bylaw, is not provided at the baser of the south tower along George and Hollis Streets.

Description: Streetwall height variances are allowed as per Section 3.6.3 of the Design Manual.

Section 3.1 of the Design Manual states, *"The placement, scale and design quality of the building's streetwall, as well as the uses provided at grade, can determine the nature and character or the streetscape and reinforce desired pedestrian and broader public realm objectives."*

Also, Section 3.2.2 of the Design Manual states, "*The orientation and placement of a building on a property helps define the quality and character of the public realm."* and further states, "*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."*

At the base of the south tower on Hollis and George Streets, the Streetwall is deliberately omitted. The de-facto Streetwall becomes that façade that would otherwise be the first layer of setback. As a result, the Streetwall height is not provided since there is no Streetwall as defined within the By-Laws.

Much of the same rationale applies as provided within the variance description for

Streetwall Setbacks. Essentially, it is the design intention to create a series of public outdoor spaces that will create a better urban environment relative to their immediate surroundings. These include the George Street plaza which serves as the main entry forecourt to the hotel while also creating a public plaza with seating and planting. This plaza also acknowledges the presence of the civic space across George Street that surrounds the Provincial Legislature, which is not publicly accessible.

This will serve as a transitional space between the hard edged streetwalls of the district as a whole, and the softer and more permeable spatial language of the square surrounding one of the cities most prominent landmarks. This role is similar to that encountered at Ondaatje Square to the east of the space.

This variance also includes the proposed public space along Hollis Street, which increases the sidewalk width. This additional width provides a much needed buffer between vehicular and pedestrian movement while creating a respite for pedestrians at a busy traffic intersection. Public benches, bicycle racks and trees are proposed within this public space.

It is therefore requested that this setback variance be granted permission in accordance with Section 3.6.3 (a) of the Design Manual.

3.4.3. Land Uses at Grade:

Reference: Halifax Downtown Land Use Bylaw, Section 8(13) stipulates "The ground floor of a building, excluding a parking Garage, that has access at the streetline or transportation reserve shall have a floor-to-floor height of not less than 4.5m.

Non-Compliance:

The inner lobby of the Office Entrance on Duke Street that is contiguous to the core areas of the building has a floor to floor height of 12'-6" (3.81m).

Description: The Lobby concerned forms the rear portion of the Office Lobby, in an office building who's typical floor-to-floor height is 3.81m. The bylaw seeks to ensure an appropriate scale of street level facades in order to enhance the pedestrian and urban experience. In order to meet this intent we have created a double height space immediately against Duke Street where the outer portion of the Lobby is 9.4m in height. This extends from the property line inside the building by 7.64m. Only then does the floor-to-floor height reduce in height, thus resulting in no loss of perceived or real height at the Streetwall.

It is therefore requested that this setback variance be granted permission in accordance with Section 3.6.15. of the Design Manual.

3.4.4. Depth of Building:

Reference: Halifax Downtown Land Use Bylaw: Section 10(11) stipulates notwithstanding subsection (10) (that allows a maximum depth of 38m) any portion of a building above a height of 33.5m (100ft) located in the central blocks, as identified in Map 8, shall be a maximum width of 38m and a maximum depth of 27.5m.

Non-Compliance: The proposed width of the North and South towers is 28.1m.

Description: Variance enabled by Sec. 3.6.7 of the Design Manual for the width of the north and south towers.

The north and south towers are designed to optimally conform to the setback requirements of the bylaw. This places the faces of the building setbacks along Granville and Hollis Streets at a minimum of 4.5m from the property line, and provides a consistent section to the tiers of the towers between the north, east and west facades. This follows the specific requirements for building setbacks and stepbacks within the By-Laws. This therefore ensures that the towers are in general conformance with the visual intent of the bylaw to create a diminishing scale between the tiers of the buildings relative to the street. The result of these requirements relative to the overall width of the property is a building width which is modestly wider than what is prescribed in the By-Laws.

It is therefore requested that this setback variance be granted permission in accordance with Section 3.6.7 (a) and (b) of the Design Manual.

3.4.5. Prohibited External Cladding Material Variance:

Reference: Halifax Downtown Land Use Bylaw, Section 8 (20) (g).

Non-Compliance: The “concertina” articulated façade is proposed to be clad in a dark grey tinted solar control glass.

Description: Variance enabled by Sec. 3.6.14 for the darkly tinted glass on the lower portion of the south tower (hotel).

The concertina articulated façade to the hotel within the south tower is clad in a dark grey tinted glass within the downward angled portions in order to provide greater solar control and reduce cooling costs in the exposed south and south-east facades. In addition, it provides an opportunity to optimally mount Building Integrated Photovoltaic Cladding (BPIV) on the upward angled portions of the facade; further contributing to the Sustainable Design Aims and Energy Efficiency of the Project. Given that the BPIV cells will be very dark, it is the intention to create a consistent appearance to the overall form. Therefore in order to create a homogenous appearance, a darkly tinted glass is essential to blend the angled portions.

The concertina expression is further intended to provide a distinctive and memorable architectural feature within the otherwise simpler massing of the overall development. This approach of contributing a celebratory or formalized expression to the wider civic space to which this element of the building faces, is a common theme present in many public spaces in many cities.

This component of the façade contributes approximately 7.5% of the total surface area of the facades of the project, which is within the 10% allowance as stipulated within Section 3.6.14.c of the Design Manual.

It is therefore requested that this setback variance be granted permission in accordance with Section 3.6.14 (a), (b) and (c). of the Design Manual.

End of section 3.4.

3.5. Halifax Regional Municipality: Bylaw H-200 (Heritage Properties)

Reference should be made to Appendix A (Heritage Impact Statement and reports) and Section 2 for commentary in regards to adherence to this bylaw.

End of section 3.5.

3.6. Halifax Regional Municipality: Bylaw H-300 (By-law respecting streets)

Reference should be made to Appendix C (Traffic Impact Study) for commentary in regards to adherence to this bylaw.

End of section 3.6.

4 Technical Design

This section summarises the technical basis of design including key visual and performance requirements for envelope elements and provides an outline specification for each. Typical illustrations of system considered are shown.

4.1 Technical Standards.

Technical standards relevant to the project have been reviewed and include the following:

- NSBC Part 3 (2012) Nova Scotia Building Code Regulations.
- NBCC (2010) National Building Code of Canada Regulations.
- In Addition, the new Part 9 of the NSBC will be in effect by the time the project is submitted shich includes revised design standards for handicapped persons and enhanced energy standards requirements for the building envelope.
- The Development is to be implemented using the CaGBC LEED-CS 2009 model, with the target being the Platinum level for Sustainable Design.

4.2 Envelope Building Systems.

Envelope Building System Proposed for this project are as follows. Each description includes the following:

- Name and Summary of system (including reference tag on drawings).
- Application location in project.
- Aesthetic Performance Requirements.
- Illustrations of similar systems as built.

.1 **W-1** Glazed Tile Rainscreen Cladding.

Summary: White gloss finish ceramic tile cladding. All exposed metal trim white to match.

Location: North and South Towers, Ribbon at Roof.

Aesthetic Performance Requirements:

- High Quality uniform finish glazed ceramic tile proprietary rain-screen system of uniform and consistent appearance.
- System applied to horizontal and soffit surfaces.
- Visible discoloration or surface deterioration over minimum 30 year service life not acceptable.
- All visible metal accessories to be prefinished in color to match tile; Visible discoloration and surface deterioration of both tile and metal components over minimum 30 year service life not acceptable.
- Tile size and location of joints to be approved by Architect where not shown on the drawings.
- All openings in material shall be site cut and not more than ½" outside of the penetrating components, and the same shape as that component. Perimeter Gap to be caulked with sealant of color matching material.
- Patching or filling of damaged material not permitted.

Illustrations of similar systems:

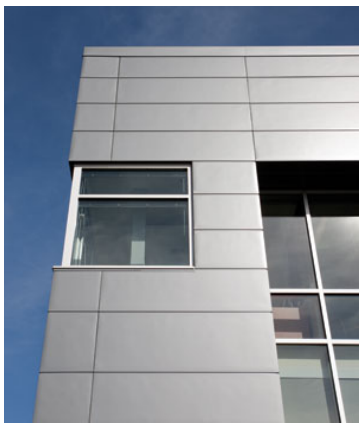
.2 **W-2** Aluminum Composite Rainscreen Cladding System.

Summary: Prefinished Metallic Silver Colored Composite Aluminum panel Rainscreen Cladding System.

Location: Inside of cooling tower enclosure, rooftop stair enclosure, overruns, inside of parapets, shadow gap trim, Return walls of streetwalls to south tower)

Aesthetic Performance Requirements:

- Surface finish and joints of Metal cladding to be consistent in color, sheen and flatness.
- Flatness to be not more than 0.8%/linFt.
- All trims, flashings. Grills and access panels and accessories to match finished surface color, sheen and material.
- Panels size, location and number of joints to be approved by Architect where not shown on the drawings.
- All openings in material shall be site cut and not more than ½" outside of the penetrating components, and the same shape as that component. Perimeter Gap to be caulked with sealant of color matching material.



Illustrations of similar system:

.3 **W-3** Granite Tile Rainscreen Cladding.

Summary: Granite Tile Rainscreen Cladding Salt and Pepper, polished or flamed finish granite tile cladding on a typically 4' x 2' modules. All exposed metal trim silver color.

Location: North Tower Retail facades and office entrance. South Tower rear of Condo Entrance Façade and Base Plinth of Hotel on Hollis and George Street.

Aesthetic Performance Requirements:

- Wall to appear flat, with consistent and regular joint widths and straight alignment. Tiles to be cut to consistent size and with square and undamaged edges. Exterior corners to be mitred and of consistent profile.
- Where not shown on the drawings, location of all joints and noon standard tiles to be agreed with Architect.
- All openings in material shall be site cut and not more than ½" outside of the penetrating components, and the same shape as that component. Perimeter Gap to be caulked with sealant of color matching material.
- Patching or filling of damaged material not permitted.
- Polished finish only: Exposed edges to be machine polished only, do not use waxes, sealers or coatings. Provide mirror gloss finish with sharp reflections. Scratches not acceptable.

Illustration of similar system:

.5 **W-5** BIPV type/solar control tinted glass custom cladding system.

Summary: Custom 'sawtooth' cladding system comprising partly off site fabricated unitised curtain wall assembly.

Location: South, east, north and west return faces of lower portion of south tower.

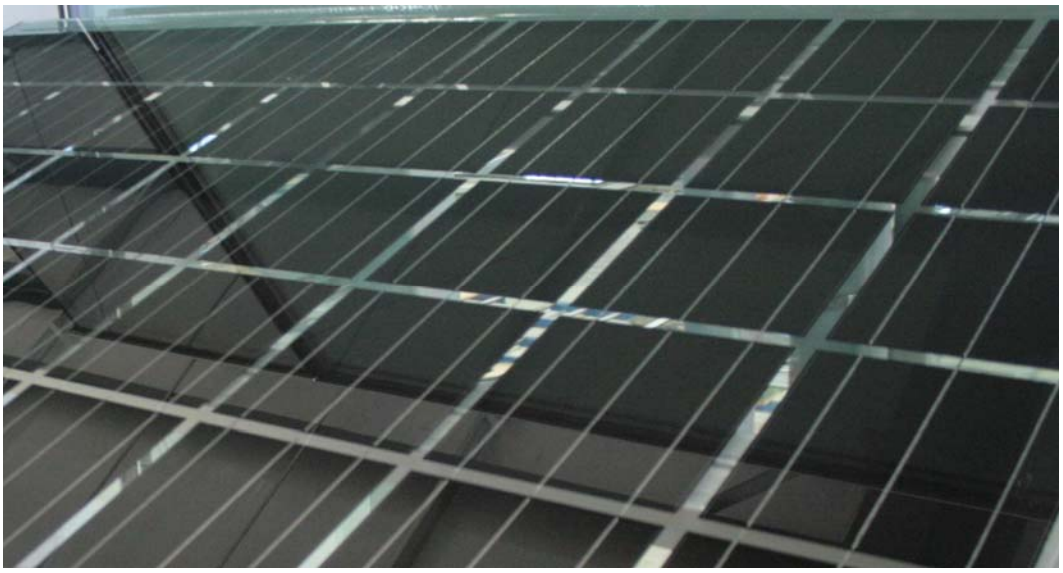
Aesthetic Performance Requirements:

BIPV type Assembly:

- Surface finish and joints of Metal cladding to be consistent in color, sheen and flatness.
- Flatness to be not more than 0.8%/linFt.
- All trims, flashings. Grills and access panels and accessories to match finished surface color, sheen and material.
- Panels size, location and number of joints to be approved by Architect where not shown on the drawings.
- All openings in material shall be site cut and not more than ½" outside of the penetrating components, and the same shape as that component. Perimeter Gap to be caulked with sealant of color matching material.

Curtain Wall Assembly:

- Appearance from exterior – High quality materials and details with consistent coloration and minimal Irregularities in appearance within and between vision and spandrel assemblies. No oil canning in spandrels. Opaque coat to spandrels to be spray applied or ceramic frit (not film).
- Views from interior – Maximum views from full depth of floorplate to exterior. Floor to ceiling glazing.



Illustrations of similar systems:

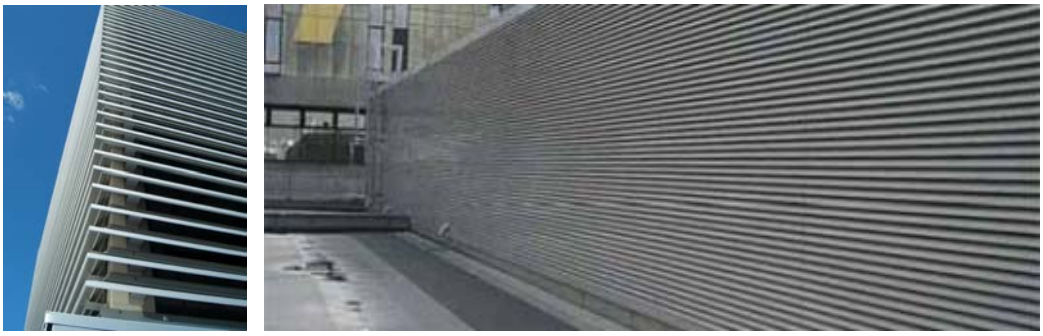
.6 **W-6** Louvre Wall.

Summary: Silver coloured aluminum preformed architectural louver. Concealed frame and fixings. Bird/insect mesh or silver color solid metal sheet backing.

Location: All facades.

Aesthetic Performance Requirements:

- Louvre blades to align continuously along facades and around corners.
- No Vertical joints or framing components not to be visible.
- If removable panels or access doors to be provided, framing to be concealed so that no vertical component is visible.
- Interior (including lighting or lit interior at night) not to be visible from below.
- Noise level limits from mechanical spaces determined by bylaw to be addressed by attenuation in louvers if required.



Illustrations of similar systems:

.7 **E-1** Existing Façade Rehabilitation.

Summary: Restored/repaired granite masonry facades.

Location: Old Merchants Bank Building Facades South, West and part East Façade.

Aesthetic Performance Requirements:

- Replacement granite and mortar to match existing as new.
- Existing wood, single glazed windows, door and entrance frame retained and repaired.
- Secondary low-E double glazed screens on interior of openings with fenestration pattern to match existing.
- Fabric awnings and metal supports removed. Fixing holes grouted to match stone color.
- Banner supports and sconce lights removed. Fixing holes grouted to match stone color.

,8 **E-2** Existing Façade Rehabilitation.

Summary: Restored/repaired brick masonry with sandstone detailed facades.

Location: Flinn and Hayes Insurance Buildings Facades.

Aesthetic Performance Requirements:

- Replacement brick, sandstone and mortar to match existing as new.
- New wood windows to match original 'as built' fenestration pattern.
- New wood door and entrance screen to match original 'as built' fenestration pattern.
- Fabric awnings and metal supports removed. Fixing holes grouted to match stone color.
- Banner supports & exterior services removed. Fixing holes grouted to match stone color.

.9 **E-3** Existing Façade Rehabilitation.

Summary: Masonry façade comprising restoration of existing Glazed Terracotta facing to brick masonry back-up exterior walls.

Location: Old Merchants Bank Building; west and north facades.

Aesthetic Performance Requirements:

- Replacement Terracotta Tile, back-up brick and mortar to match existing as new.
- New wood windows to match original 1924 fenestration pattern.
- New wood door and entrance screen to match original 1924 fenestration pattern.


Illustrations of existing and repaired terracotta:

.4 **E-4** Stucco/Masonry Façade Restoration.

Summary: Masonry façade comprising restoration of existing Painted, Sand Stucco facing to brick masonry back-up exterior walls.

Location: Ground and Levels 2, 3, & 4: Champlain Building.

Aesthetic Performance Requirements:

- Existing Stucco/lath and frames in arched opening removed to expose original arched headed openings.
- Existing granite blocks cleaned and restored. Where necessary, broken blocks replaced with new granite and mortar joint; detail and color to match existing. Upper Floors 2,3 and 4:
- Existing White sand finished cement stucco on brick veneer remains. Patch repair to spalled sections to match. Stucco surfaces repainted using white breathable coating.
- Granite Quoins, base course and string courses. Existing granite blocks as existing. Where necessary, broken blocks replaced with new granite and mortar joint; detail and color to match existing.
- New wood windows to match original 1917 fenestration pattern on ground and upper floors.
- New wood framed entrance screen, paneling and doors at corner.
- New Metal or glass fiber replica cornice based on original 1917 pattern and color.

.10 **G-1** Unitised Curtain Wall Type 1.

Summary: Clear glass, insulated double glazed, low-E Unitized Curtain Wall with silver color aluminum caps and edge panels.

Location: North Tower – East & West facades upper.

Aesthetic Performance Requirements:

- Glazed spandrel panels to match color of glass. Intermediate joints within panels dark coloured SSG sealant.
- Prefinished, silver color aluminum composite panel bands at alternate storey heights, to verticals between Glazed panels and to horizontal capping strip at head.
- Appearance from exterior – High quality materials and details with consistent coloration and minimal Irregularities in appearance within and between vision and spandrel assemblies. No oil canning in spandrels. Opaque coat to spandrels to be spray applied or ceramic frit (not film).

- Views from interior – Maximum views from full depth of floorplate to exterior. Floor to ceiling glazing.
- Metal finishes – pre-applied fluropolymer resin system (metallic Silver).

Illustrations of similar systems:

.11 **G-2** Unitised Curtain Wall Type 2.

Summary: Clear glass, insulated double glazed, low-E Unitized Curtain Wall with silver aluminum caps and edge panels.

Location:- South Tower – East & South facades; upper areas.

Aesthetic Performance Requirements:

- Glazed spandrel panels to match color of glass. Operable lights are outward opening and capless frames.
- Intermediate joints within panels; dark colored SSG sealant.
- Prefinished aluminum composite panel bands at alternate storey heights, to verticals between Glazed panels and to horizontal capping strip at head.
- Balcony fronts clear structural glass to match with brushed stainless steel handrails.
- Appearance from exterior – High quality materials and details with consistent coloration and minimal Irregularities in appearance within and between vision and spandrel assemblies. No oil canning in spandrels. Opaque coat to spandrels to be spray applied or ceramic frit (not film).
- Interior views – Maximum views from full depth of floor plate to exterior. Floor to ceiling glazing.
- Metal finishes – pre-applied fluropolymer resin system (metallic Silver).

Illustrations of similar systems: Refer G-1.

.12 **G-3** Curtain Wall Type 3

Summary: Clear glass, insulated double glazed, low-E Curtain Wall with dark colored SSG between glazed panels.

Location: Atrium South, East and West Walls.

Aesthetic Performance Requirements:

- System supported on polished stainless steel cable support frame back to main structure. All externally exposed fixings are code 316 brushed finish stainless steel and tamperproof.
- Glazed spandrel panels to match color of glass. Intermediate joints within panels; dark colored SSG fire resistant sealant.
- Tempered glass with SL9 security film to accessible ground or roof level glazing.
- Appearance from exterior – High quality materials and details with consistent coloration and minimal Irregularities in appearance within and between vision and spandrel assemblies. No oil canning in spandrels. Opaque coat to spandrels to be spray applied or ceramic frit (not film).
- Views from interior – Vision glass to be clear and without observable tint.
- Metal finishes – pre-applied fluropolymer resin system (metallic Silver).

Illustrations of similar systems:

.12 **G-4** Curtain Wall Type 4.

Summary: Clear glass, insulated double glazed, low-E Curtain Wall with dark colored SSG between glazed panels. System supported on prefinished aluminum curtain wall back-box frame back to structure.

Location: New Facades, Lower areas of north tower, new construction to rear of Old Merchant Bank Building.

Aesthetic Performance Requirements:

- Glazed spandrel panels to match color of glass. Intermediate joints within panels dark colored SSG sealant. Intermediate joints within panels; dark colored SSG sealant.
- Prefinished aluminum composite panel bands at alternate storey heights, to verticals between Glazed panels and to horizontal capping strip at head.
- Balcony fronts clear structural glass to match with brushed stainless steel handrails.
- Appearance from exterior – High quality materials and details with consistent coloration and minimal Irregularities in appearance within and between vision and spandrel assemblies. No oil canning in spandrels. Opaque coat to spandrels to be spray applied or ceramic frit (not film).
- Interior views – Maximum views from full depth of floor plate to exterior. Floor to ceiling glazing.
- Metal finishes – pre-applied fluropolymer resin system (metallic Silver).
- Balcony fronts clear structural glass to match with brushed stainless steel handrails.

Illustrations of similar system:

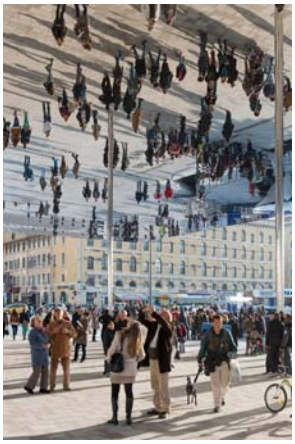
.13 **C-1** Metal Canopy.

Summary: Metal and glass canopies.

Location: Canopies to office entrance, hotel and condo entrances.

Aesthetic Performance Requirements:

- Polished/mirror finish stainless steel panel surfaces brush finish connections and details.



Illustrations of similar systems:

.14 **R-1** White roof (including support system for flat plate solar hot water collector array)

Summary: White high high albedo/ emmisivity roofing. Silver color Prefinished aluminum flashings.

Location: North Tower Roof. Perimeter roof to north streetwall. Perimeter roofs to north at south tower mechanical floors.

Aesthetic Performance Requirements:

- White membrane roof material meeting reflectivity and emissivity standards required under LEED_CS credit SSc7.2.
- Roof surface to be clean of all construction and other staining or discoloration prior to completion.

Illustrations of similar systems:

.15 **R-2** 2 Ply Modified Bitumen.

Summary: White (exposed) or Grey (non-exposed) Granular Finish Two Ply Modified Bituminous Sheet Roofing. Silver color Prefinished aluminum flashings.

Location: Secondary roof areas not visible from street or adjacent buildings.

.16 **R-3** Glazed Roof – Atrium.

Summary: Clear glass, insulated double glazed, low-E Curtain Wall with dark coloured SSG between glazed panels.

Location: Atrium: east, west, south facades and roof.

Aesthetic Performance Requirements:

- System supported on polished stainless steel cable support structure back to main structure.
- All externally exposed fixings are brush finish stainless steel.
- Glazed spandrel panels to match color of glass. Intermediate joints within panels dark coloured SSG sealant.
- Canopies at East and West Entrances. Clear Tempered Glass, stainless steel support brackets.

.17 **R-4** Glazed Roof – South Tower

Summary: Clear glass, insulated double glazed, low-E Curtain Wall with dark coloured SSG between glazed panels.

Location:- Between South Tower to side of Merrill Lynch Building.

Aesthetic Performance Requirements:

- System supported on prefinished aluminum curtain wall back-box structure back to main structure.
- Glazed spandrel panels to match color of glass. Intermediate joints within panels dark coloured SSG sealant.
- Clean sightlines not interrupted by multiple layer s of assembly at junctions of verge, head and sill to adjacent assemblies.
- All sprinklers recessed or surface mounted – no visible pipes.
- Lighting recessed into cove details – no visible fixtures.
- Cleaning and inspection access equipment concealed – no visible rails or gantries.

Illustrations of similar system:

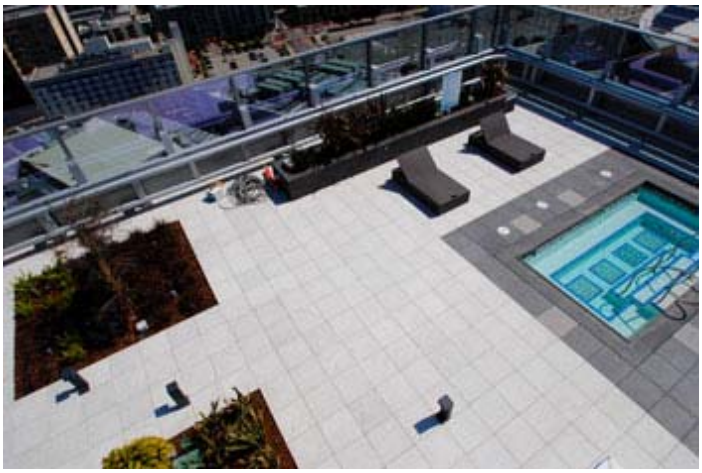
.18 **R-5** Granite Tile Roof Paving.

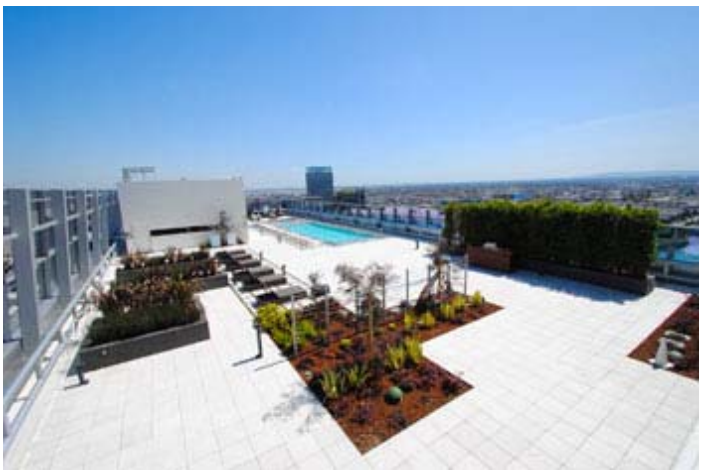
Summary: Salt and Pepper, polished or flamed finish granite tile Paving.

Location: Rooftop terraces to South Tower.

Aesthetic Performance Requirements:

- 24" square pattern flamed salt and pepper and medium blue/grey granite pavers.
- Adjustable stools over 2 ply mod-bit roofing membrane.
- All exposed metal trim silver color.






Illustrations of similar systems:

.19 **D-1** Entrance Door and Screen System.

Summary: SSG Entrance Screen System with polished S.S door opening surround, and frameless entrance doors on concealed floor closers.

Location: Main entrances to Atrium on east and west facades, and to north office tower entrance.

Illustrations of similar systems:

.20 **D-2** Prefinished Steel doors.

Summary: Prefinished steel man-doors at exits and to service spaces.

Location: Ground Floor Levels.

Aesthetic Performance Requirements:

- Typically; metallic light grey factory paint finish to leaf and frame. Stainless Steel Hardware. One door clad in factory applied, adhesive bonded Terracotta tile to match adjacent wall finish.

.21 **D-3** Prefinished Aluminum Insulated Overhead Door.

Summary: Prefinished, insulated aluminum sectional overhead doors.

Location: Service and delivery bays at ground floor level on Hollis Street.

Aesthetic Performance Requirements:

- Prefinished, metallic light grey paint factory finish, sectional overhead metal door and frame.

.22 **G-1** Glazed structural glass guardrail.

Summary: Tempered glass guardrail and (windguard panels on roof terraces of south tower) for condominium balconies with brushed stainless steel vertical bar supports and handrail to rear of glass.

Location: South tower.

Aesthetic Performance Requirements:

- All stainless steel components factory fabricated and finished, type 316 – bolted connections only on site, no site cutting.
- Tempered glass to be reflectance, color and finish to match W-2 system adjacent/below. Clear silicone sealant to all joints. Vertical joints between panels to align with those in W-2 system below. All panels to align in vertical and along tops to within marine climate.3mm tolerance.
- All fixings to be type 316 stainless, concealed and suitable for use in a marine climate.


Illustrations of similar systems:

4.3. Hard and Soft Landscaping.

.1 Paving.
Atrium and adjoining Plazas, to exterior of north entrance on Duke Street, to plaza at hotel entrance, to all other areas between property line and façade line:- 24”x24” Salt and Pepper or medium grey, polished or flamed finish granite tile Paving. All slope away from façade line at 1:50 min slope.
Sidewalks between property line and curb:- cast in place, broom finish concrete to HRM standards and requirements. All slope away from property line at 1:50 min slope.
Sidewalk Grilles at Condominium entrance:- prefabricated bar grilles from type 316 brush finish SS, including all fixings and trims.

.2 Planters.
Base vertical, and top parapet surfaces of planters:- To match W-3 system.
Top trim enclosure:- Type 316 Brushed SS box trim.

.3 Reflecting Pools.
Salt and Pepper or medium grey, polished or flamed finish granite tile Paving. 36”x24” slabs with on top corner edge rounded. Pool finish to sides and bottom to be light grey color terrazzo finish to match granite in color. All drains and accessories polished type 316 SS.

.4 Site furniture.
Benches to Hollis Street. Solid blocks of Salt and Pepper or medium grey, polished or flamed finish granite. Dowel connections to ground level finish.
Exterior Bicycle Supports: Brushed SS and wood square frames with concealed fix to ground level.

.5 Street Trees and Plantings.
Street Trees, planting in trough planter s at hotel entrance, plantings in trough planters on south tower roof level:- Native species suitable for non-irrigated situation. To meet LEED criteria.
Tree surrounds:- Dark Grey Cast Steel grills, 26”x 48”color to match darker color of granite.

.6 Guardrails at steps.

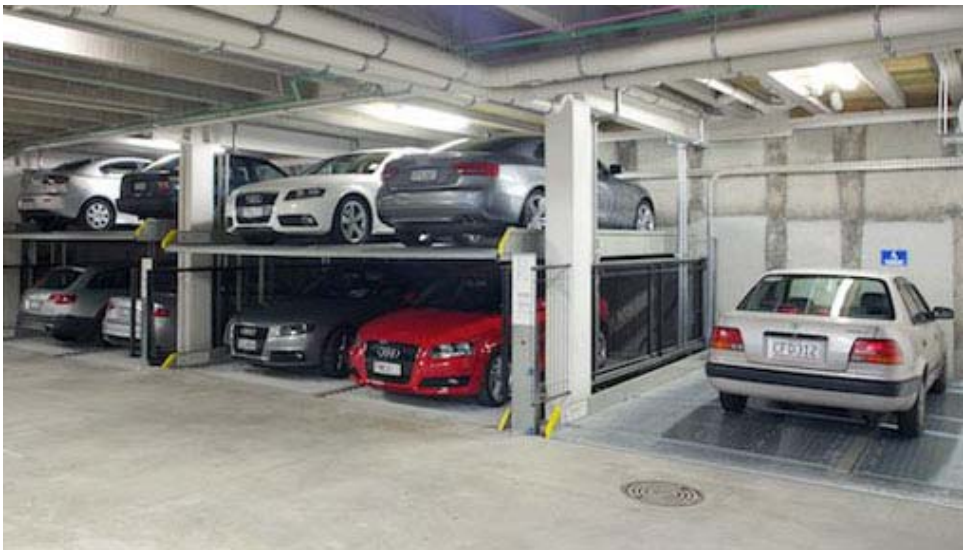
Brushed stainless steel vertical bar supports. All stainless steel components factory fabricated and finished, type 316 – bolted connections only on site, no site cutting. All fixings to be type 316 stainless, concealed and suitable for use in a marine climate.

Illustrations of similar systems:

Illustrations of proposed systems:

Other Architectural Systems.

.1 Parking Systems and Bicycle Storage.



Illustrations of similar systems:

End of section 4.

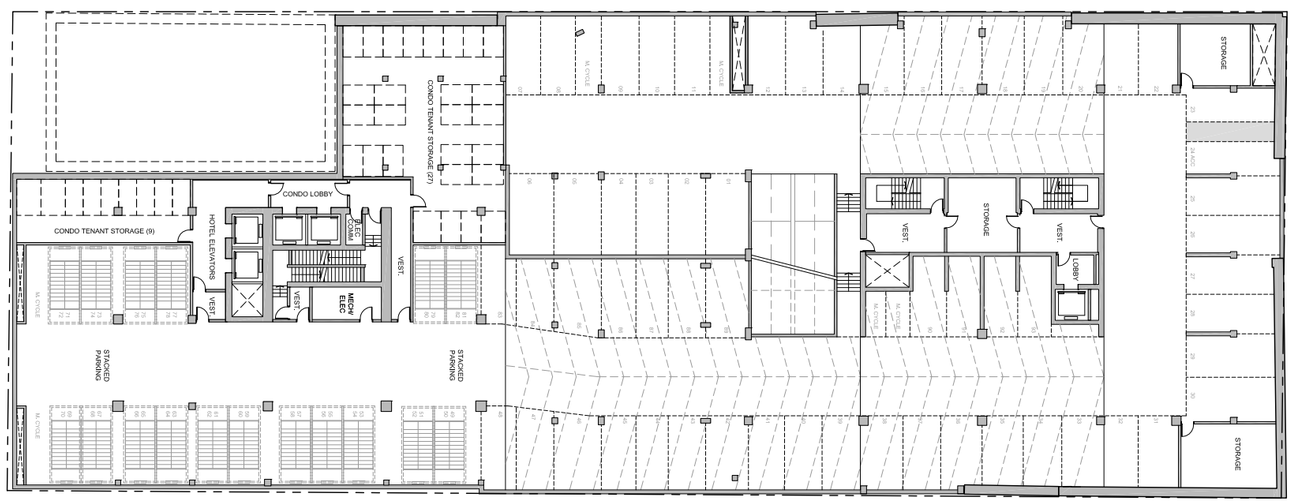
5.0 Drawings

Drawings are included at 11x17 format in this report, and are provided separately at 24" x 36" size in a more detailed, technical format as a part of the Substantive Site Plan Approval Application.

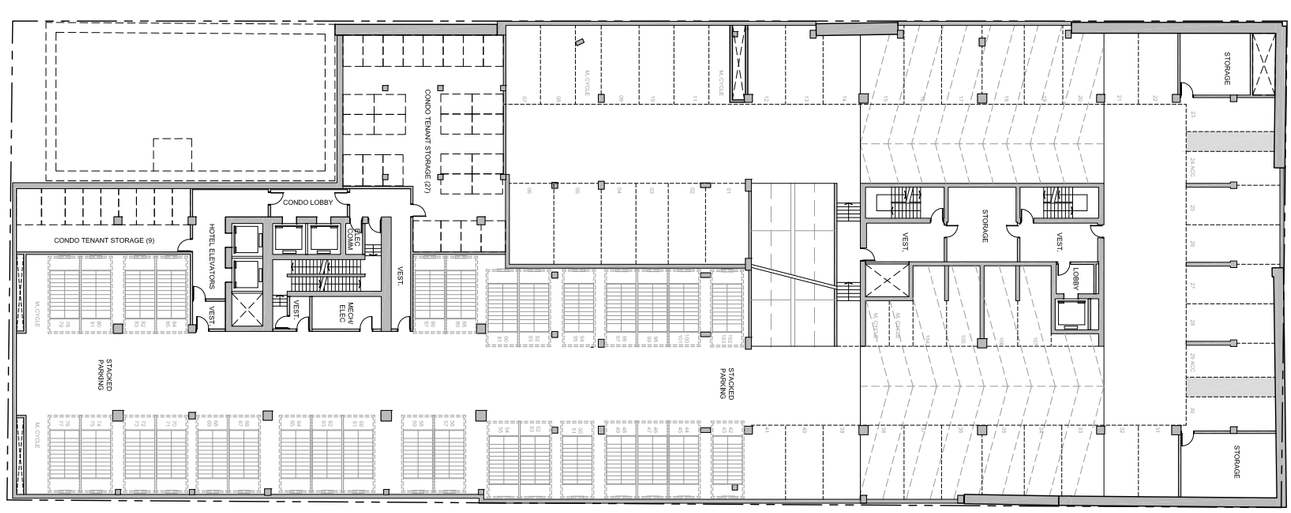
Architectural Drawings
by Lydon Lynch Architects, dated December 27 2013

A-100	Cover Sheet
A-101A	Floor Plan – Levels P3 and P2
A-102A	Floor Plan – Levels P1 and 0 (Level 0 as lower site plan)
A-103A	Floor Plan – Levels 1 and 2 (Level 1 as upper site plan)
A-104A	Floor Plan – Levels 3 and 4
A-105A	Floor Plan – Levels 5&6 Office, and 5-9 Hotel / Mech. Level 7 Offices, and Mech. Level 10 Condo.
A-106A	Floor Plan – Levels 8-19 Office, and 11-22 Condo Tower / Level 20 Office, Levels 23&24 Condo Tower.
A-107A	Floor Plan – Lower Roof Plan / Upper Roof Plan
A-109A	Plaza Plans
A-200A	Elevation – East Facing Elevation
A-201A	Elevations – North and South Facing Elevations
A-202A	Elevation – West Facing Elevation
A-203A	Elevations – Through Atrium: North and South Facing Elevations
A-300A	Building Sections – North-South
A-301A	Building Sections – East-West

P3 PARKING PLAN



P2 PARKING PLAN



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FEET

NORTH

22nd COMMERCE SQUARE

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DECEMBER 27, 2013

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P1 PARKING PLAN

LEVEL 0 FLOOR PLAN

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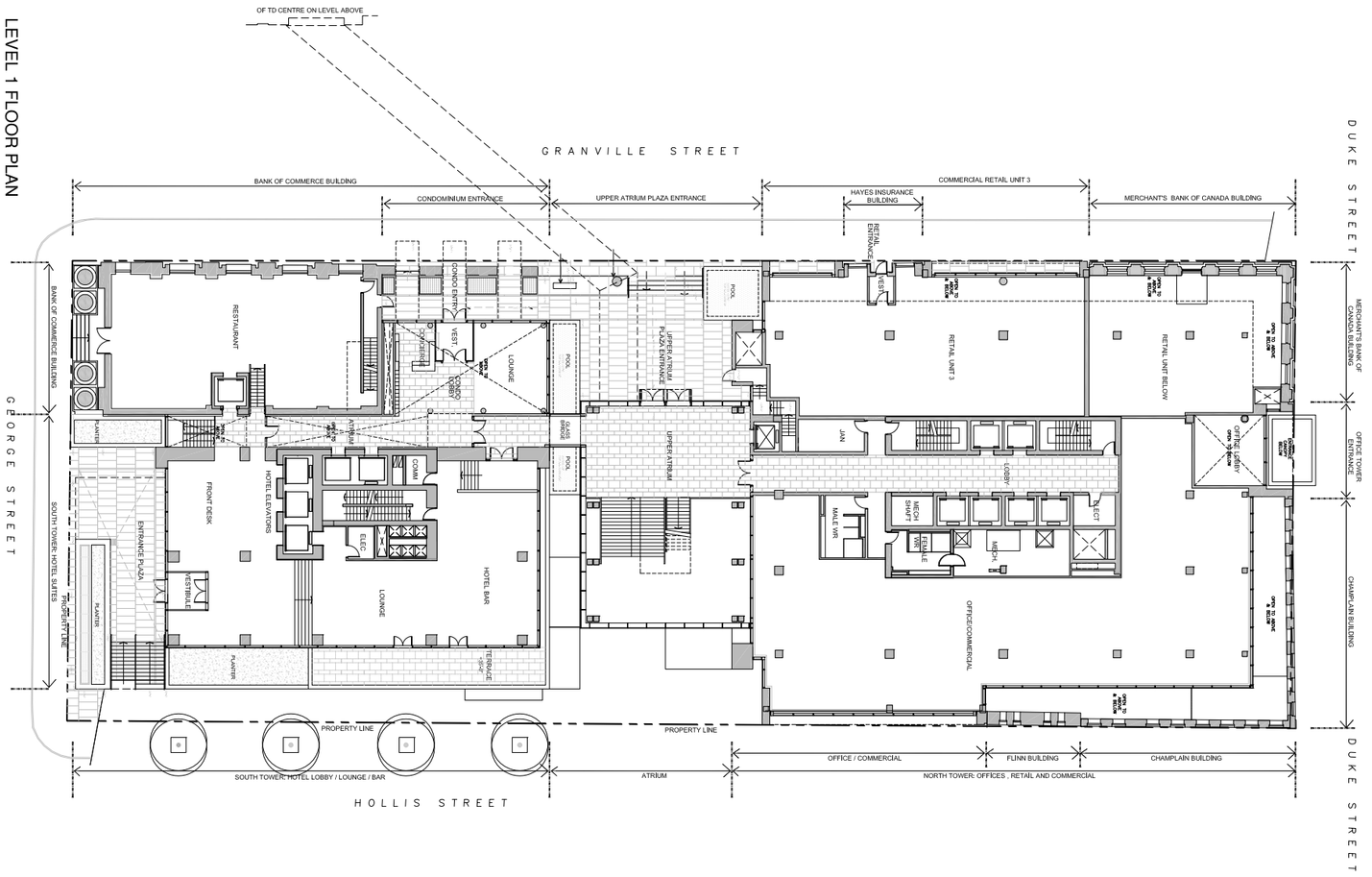
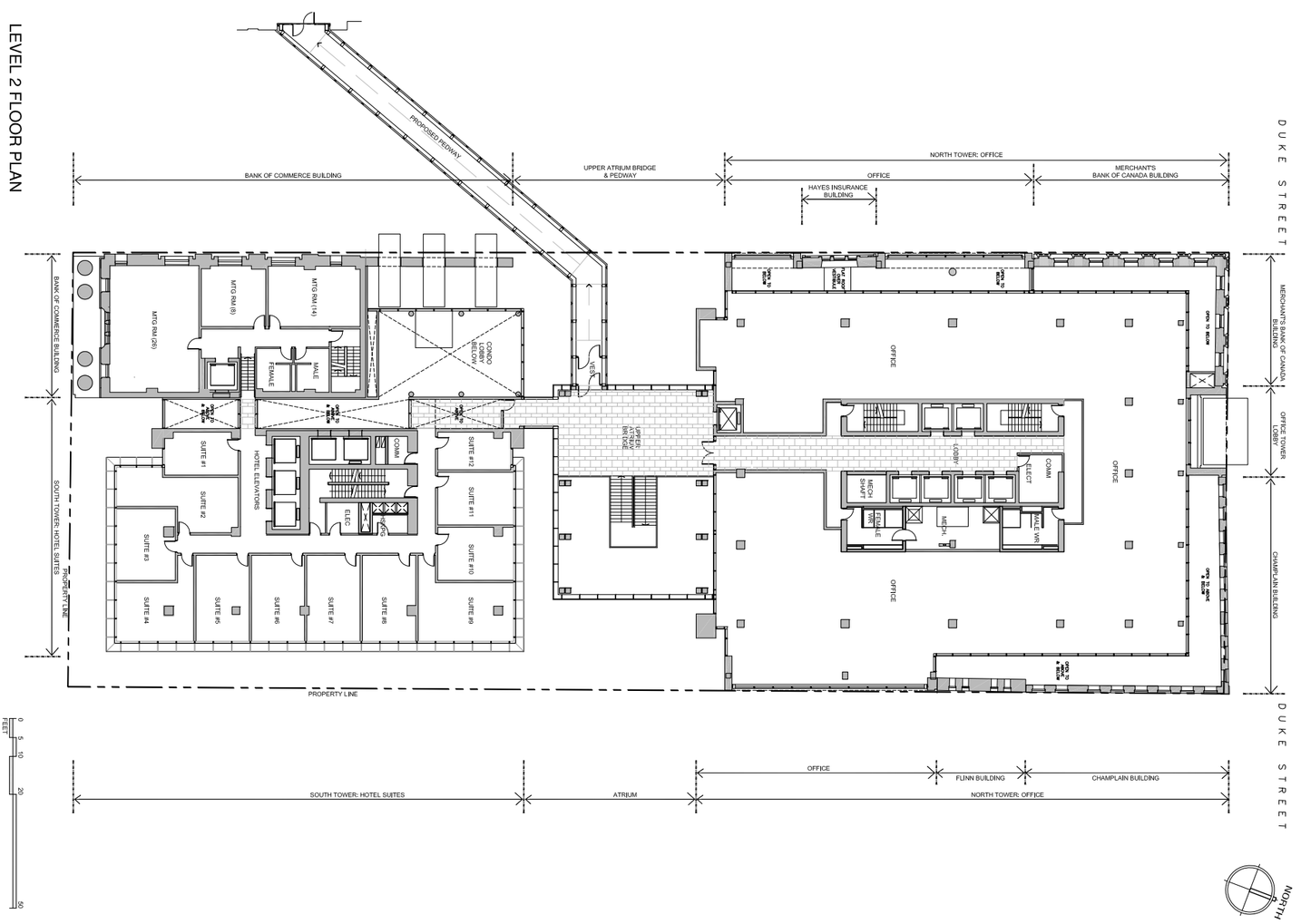
LEVEL 1 FLOOR PLAN



LEVEL 2 FLOOR PLAN



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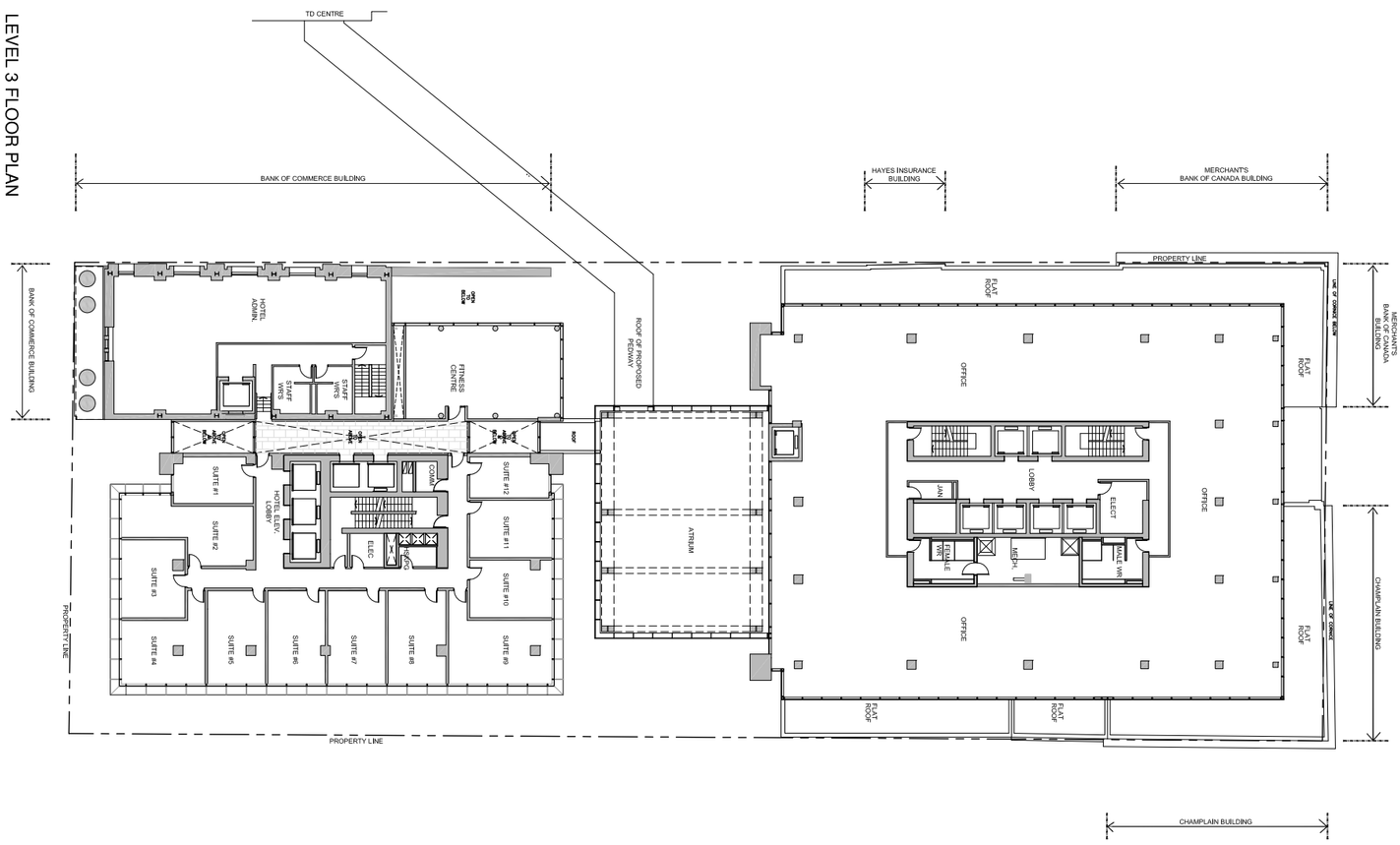
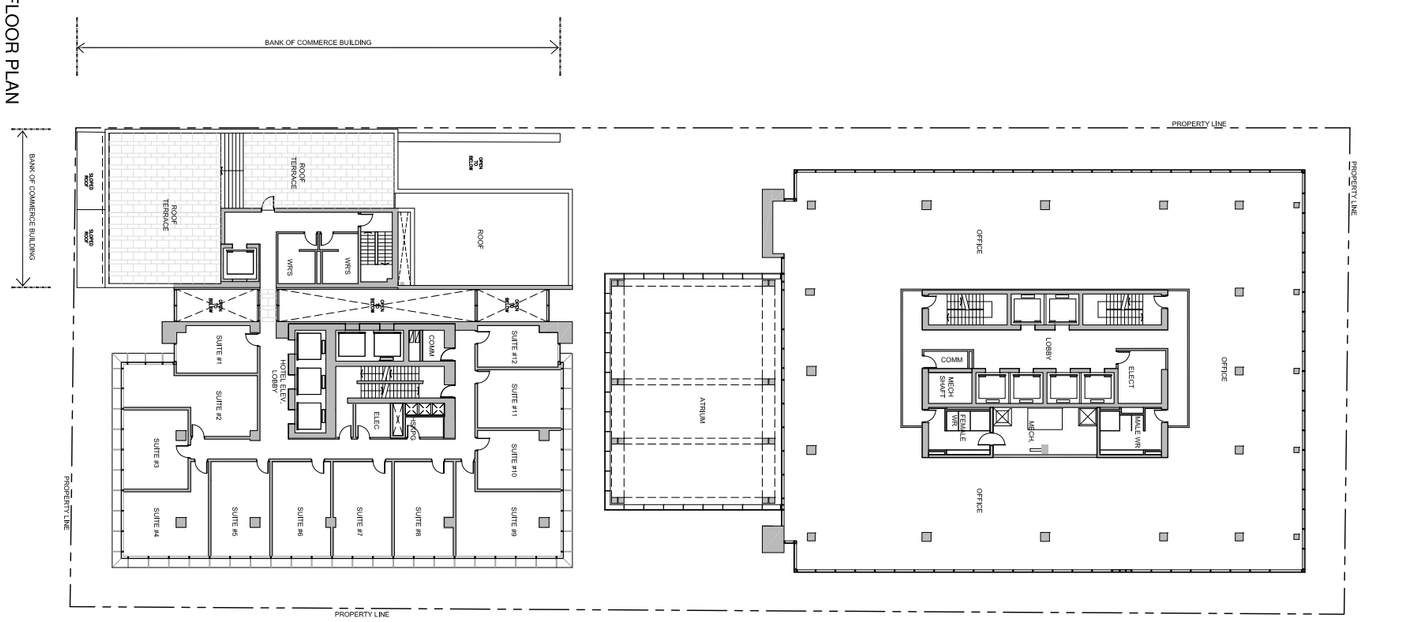
LEVEL 3 FLOOR PLAN



LEVELS 4 & 5 FLOOR PLAN



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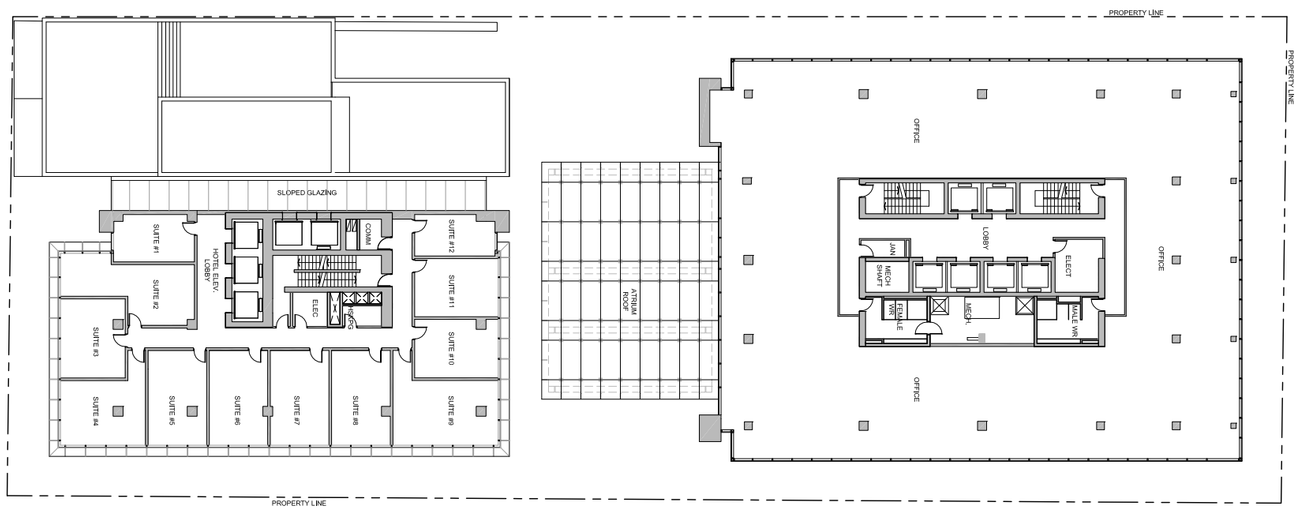
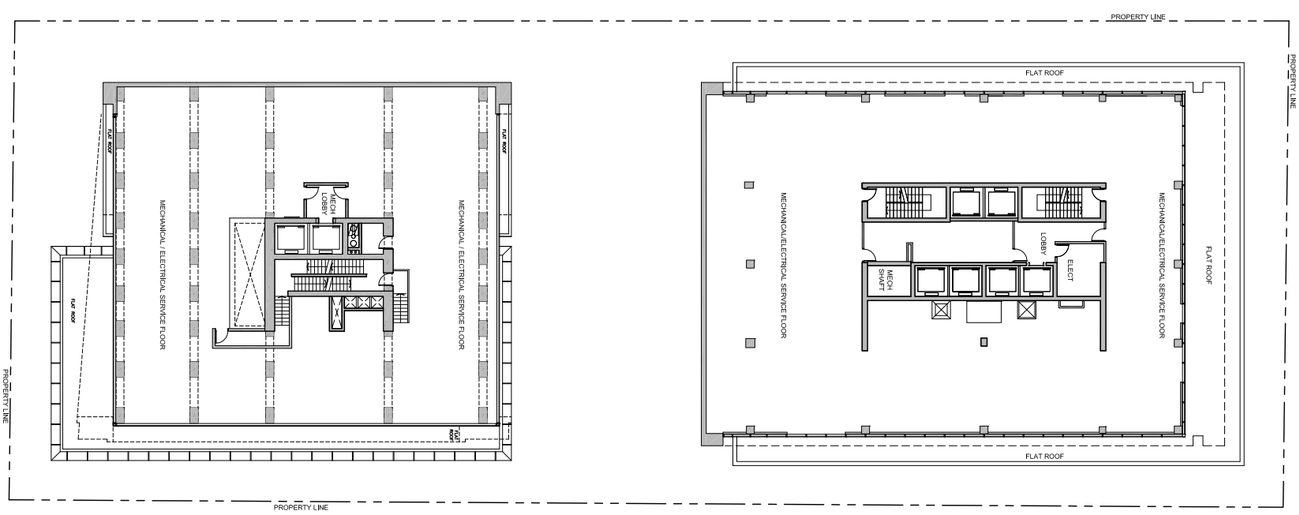
LEVEL 6 @ OFFICE &
LEVELS 6-9 @ HOTEL



MECH LEVEL 7 @ OFFICE &
MECH LEVEL 10 @ CONDO



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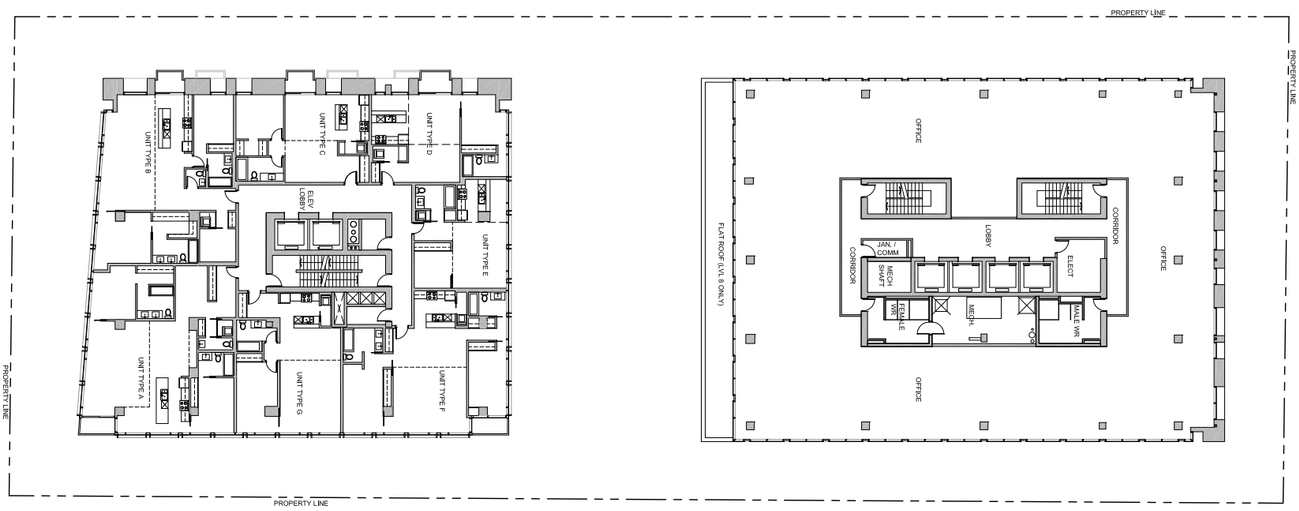
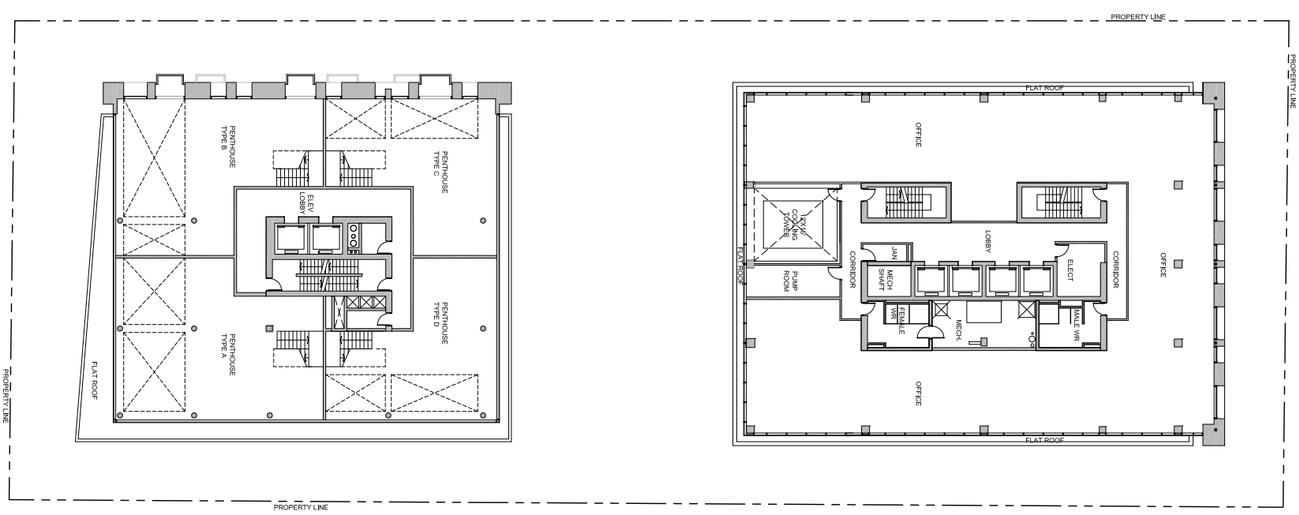
LEVELS 8-19 @ OFFICE &
11-22 @ CONDO TOWER



LEVEL 20 @ OFFICE &
23 & 24 @ CONDO TOWER



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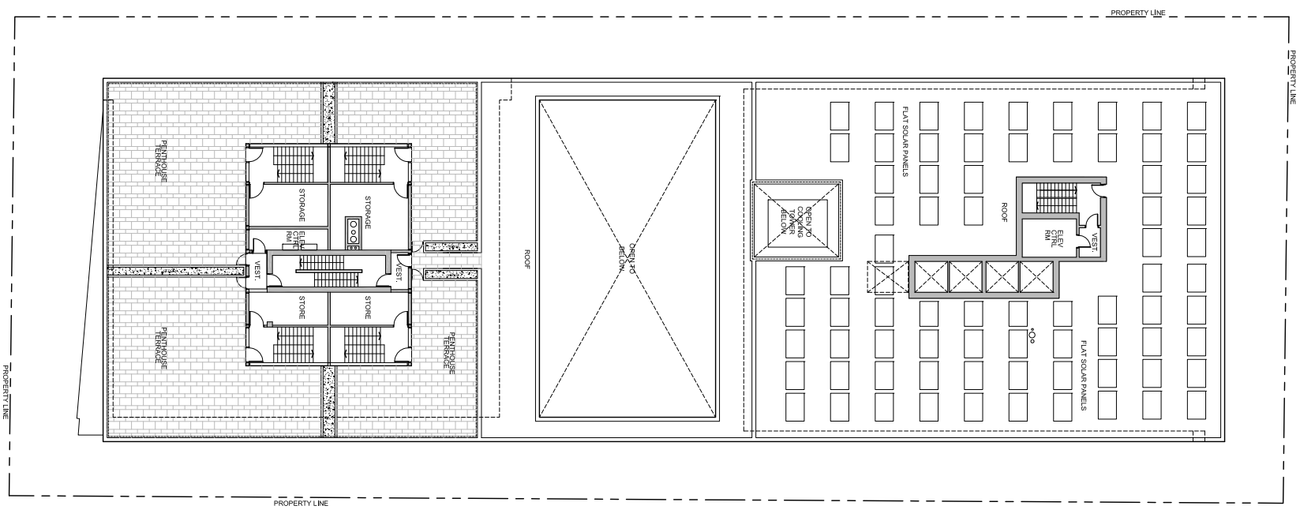
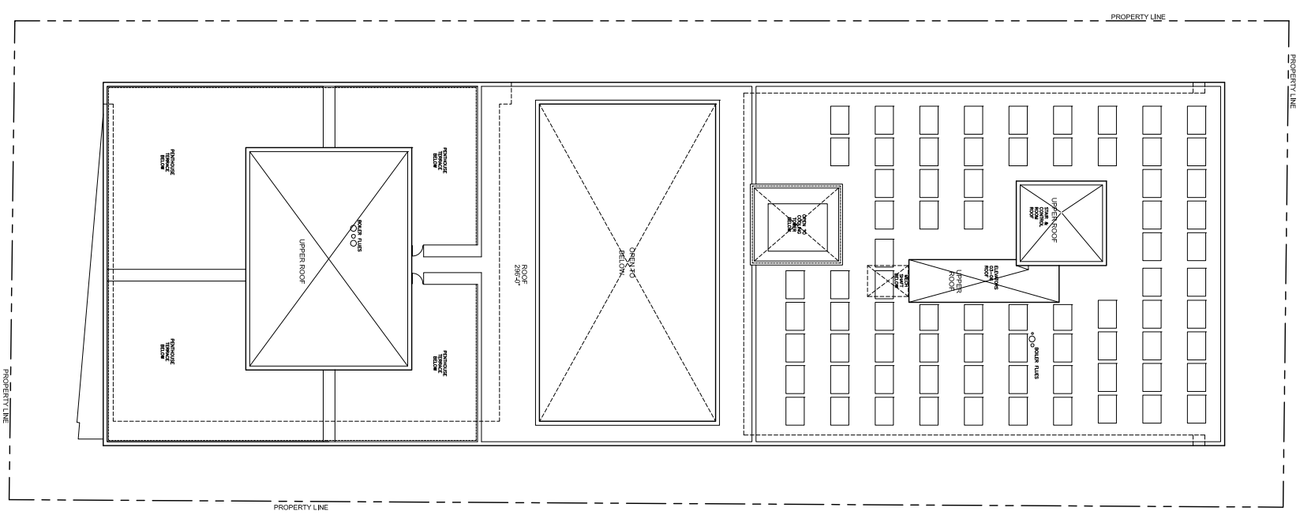
LOWER ROOF PLAN



UPPER ROOF PLAN



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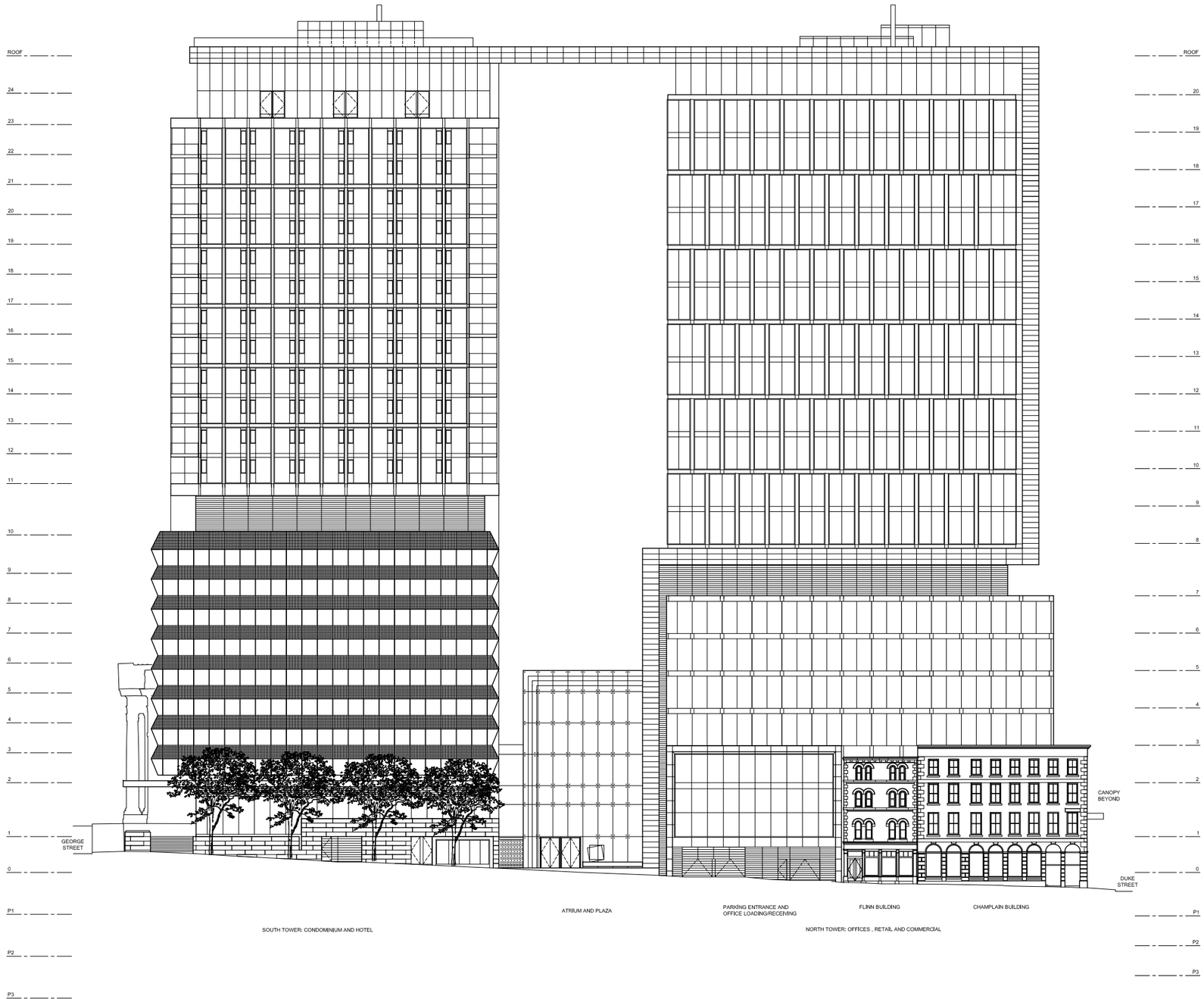

EAST ELEVATION

0 5 10 20 50
FEET

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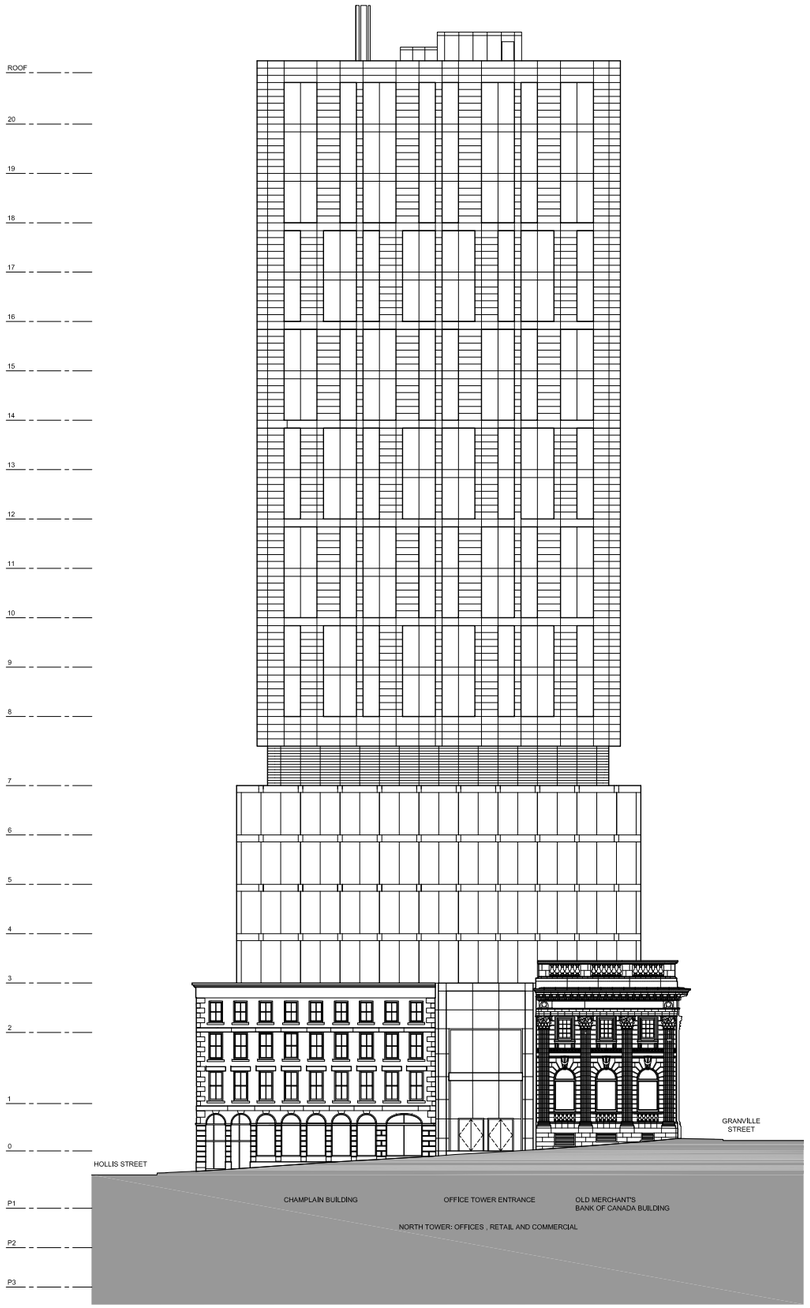
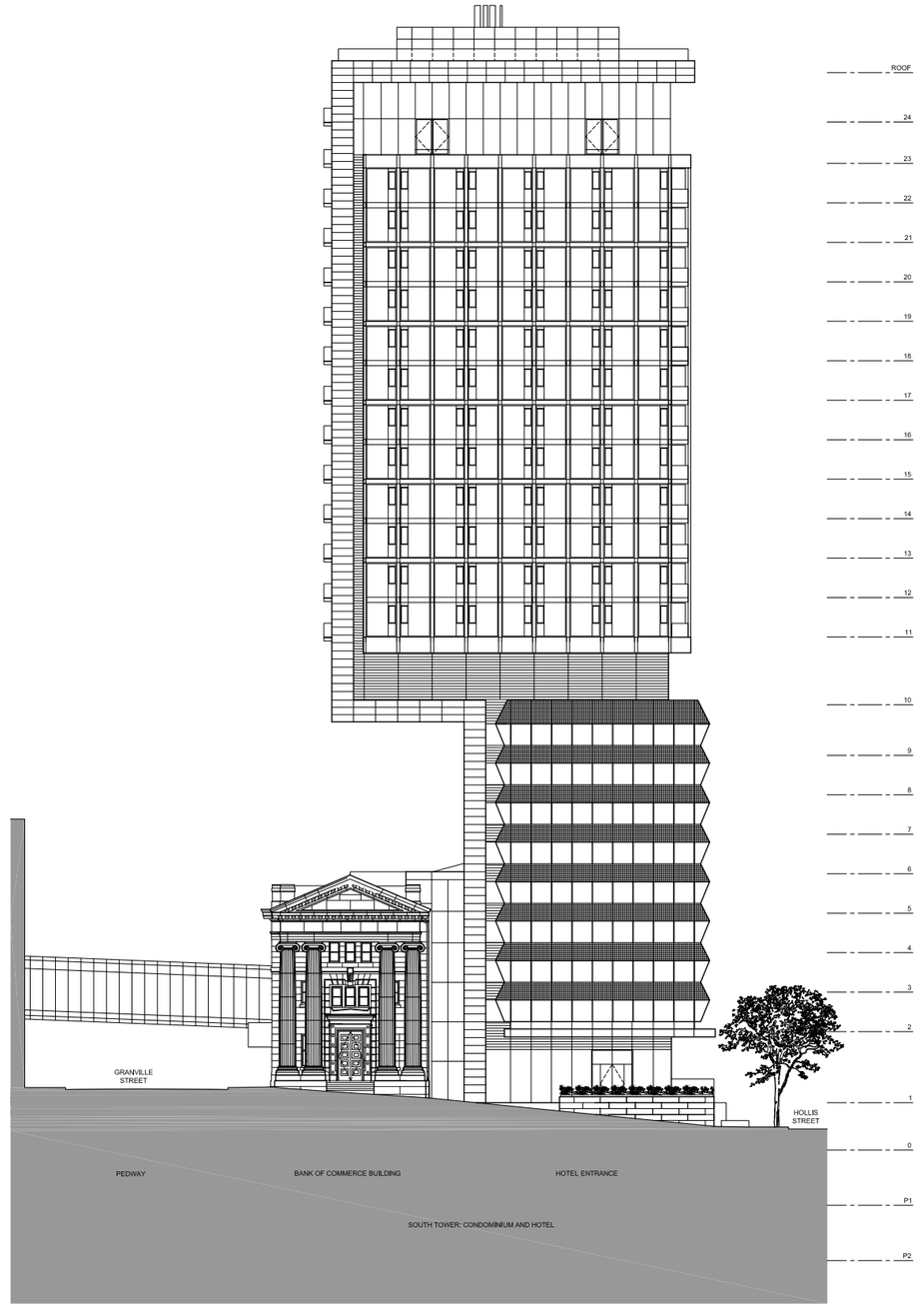


NORTH ELEVATION



SOUTH ELEVATION

0 5 10 20 50
FEET

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WEST ELEVATION

0 5 10 20 50
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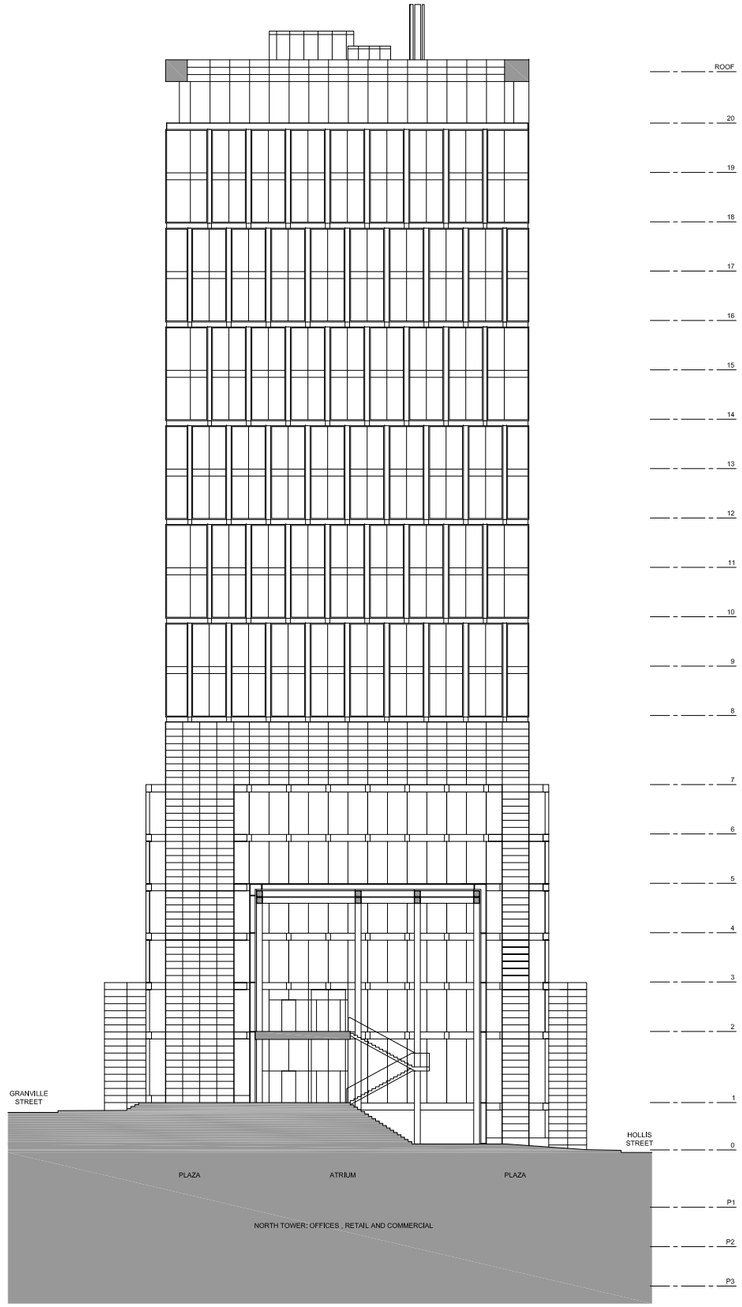
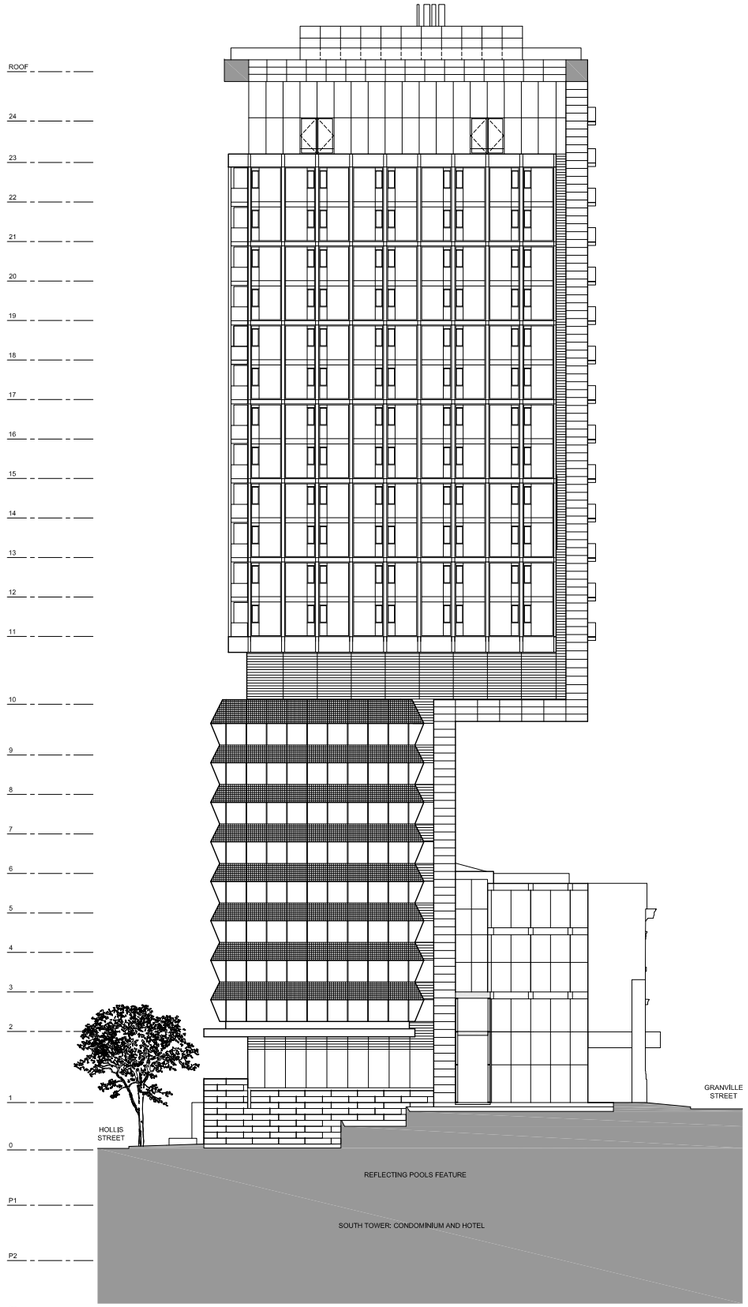
DECEMBER 27, 2013



SOUTH ELEVATION AT ATRIUM



NORTH ELEVATION AT ATRIUM

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FEET

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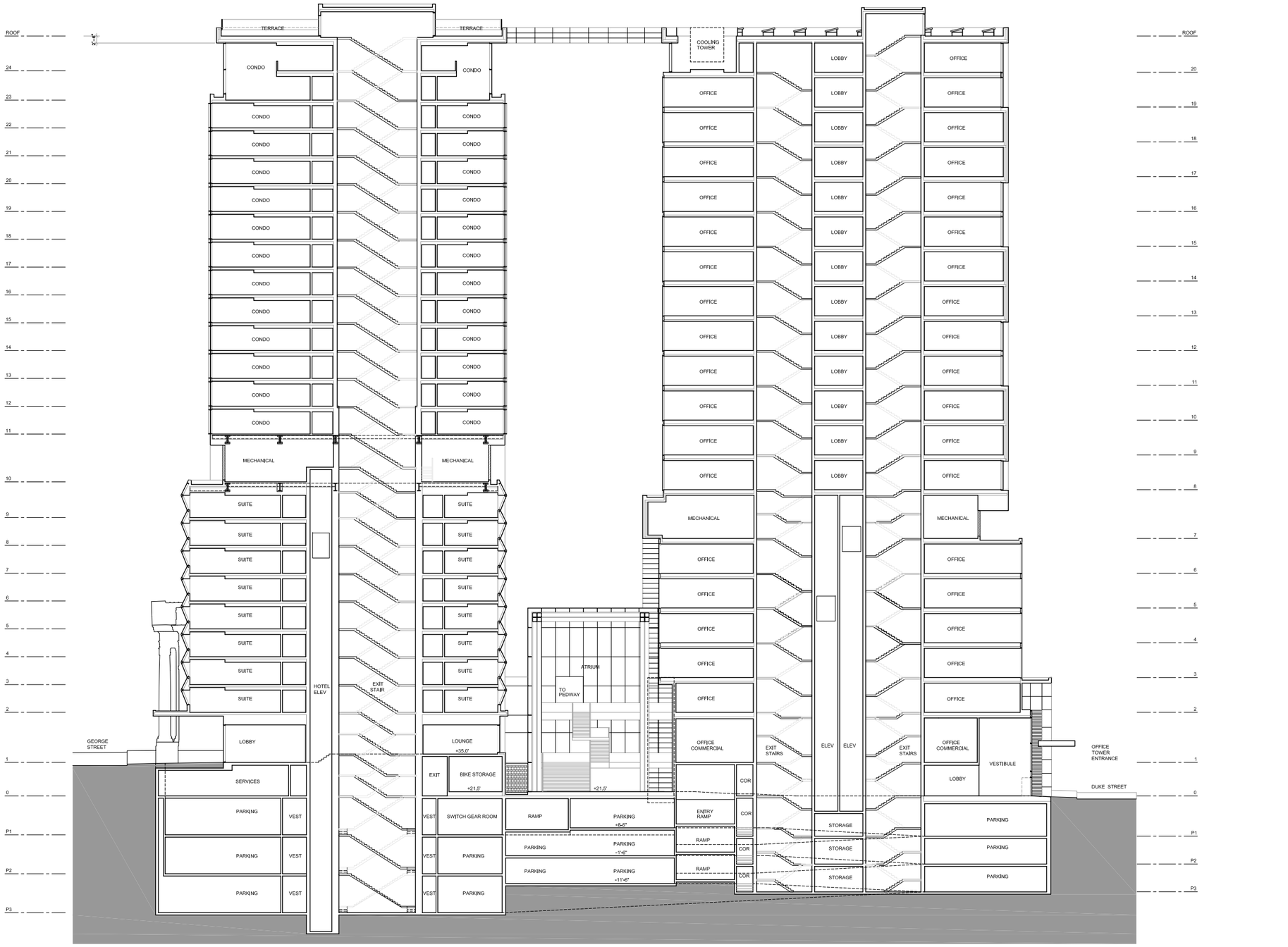
HRM SITE PLAN APPROVAL APPLICATION

DECEMBER 27, 2013



NORTH SOUTH SECTION

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HRM SITE PLAN APPROVAL APPLICATION

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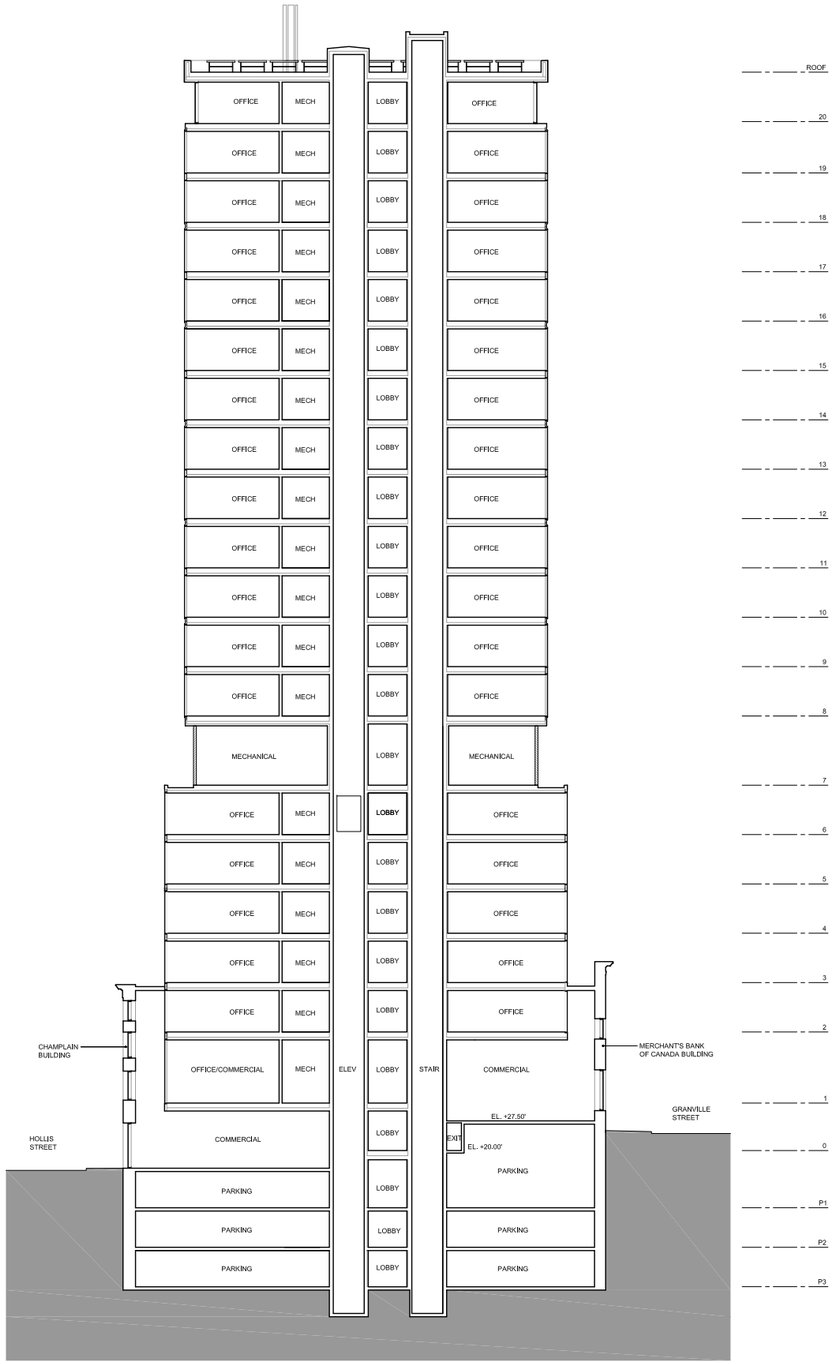
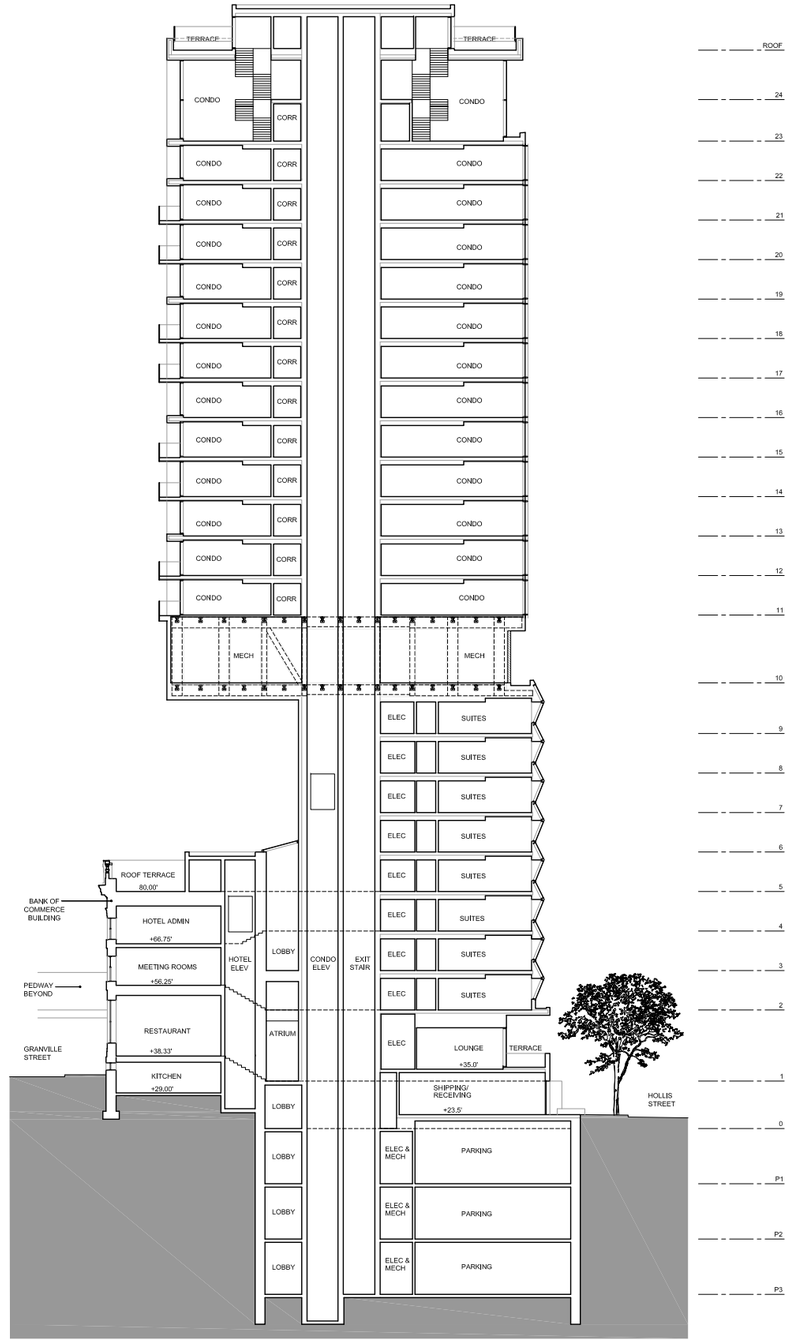


SECTION THROUGH OFFICE TOWER



SECTION THROUGH CONDOMINIUM & HOTEL TOWER

0 5 10 20 50
FEET

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