



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

**Item No. 7.1.2**  
**Design Review Committee**  
**November 12, 2015**

**TO:** Chair and Members of the Design Review Committee

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

**DATE:** November 5, 2015

**SUBJECT:** **Case 20220: Substantial Site Plan Approval, New Pedway and Alterations to Buildings at 1223 Lower Water Street and 5151 Terminal Road, Halifax**

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**ORIGIN**

Application by WSP Canada Inc.

**LEGISLATIVE AUTHORITY**

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

**RECOMMENDATION**

It is recommended that the Design Review Committee approve the qualitative elements of the substantive site plan approval application for the pedway and building alterations at 1223 Lower Water Street and 5151 Terminal Road, Halifax, as shown on Attachment A.

## **BACKGROUND**

An application has been received from WSP Canada Inc. for the development of a pedway and alterations to the buildings at 1223 Lower Water Street and 5151 Terminal Road, Halifax, Halifax (Map 1). To allow the development, the Design Review Committee must consider the proposal relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB). This report addresses relevant guidelines of the Design Manual in order to assist the Committee in their decision.

The proposed pedway will link the buildings at 1223 Lower Water Street and 5151 Terminal Road and will also require an approval of Regional Council as an encroachment into the Lower Water Street right-of-way. This will be the subject of a separate staff report for Regional Council's consideration.

### **Existing Context**

The building located at 1223 Lower Water Street is the head office for Emera and is a refurbished former power plant (Map 1). Emera recently acquired the eight storey office building at 5151 Lower Street.<sup>1</sup> The area surrounding both buildings includes:

- a parking lot that is to the north of 1223 Lower Water Street;
- the waterfront boardwalk;
- the Halifax Port Authority Seaport district that includes the Halifax Farmers' Market;
- the Westin Hotel, which is across Terminal Road; and
- parking lots that are to the north of 5151 Terminal Road, including a parking lot that is owned and used by Emera.

### **Project Description**

When 1223 Lower Water Street was transformed from a power plant to an office building, the building's exterior cladding changed from being primarily concrete to aluminium and glass. The applicant wishes to re clad 5151 Terminal Road with a similar design without any additions or rooftop features. The second part of the application is the establishment of a pedway linking 1223 Lower Water Street and 5151 Terminal Road. The pedway will have similar exterior design features as the work on 5151 Terminal Road, but comprised of clear glass.

Information about the approach to the design of the project has been provided by applicant (Attachment B).

### **Regulatory Context**

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

- the sites are within the DH-1 (Downtown Halifax) Zone and the Southern Waterfront Precinct (Precinct No. 1);
- the maximum permitted heights for the sites are 34 metres; and
- section 3.4.6 of the DHSMPs.

Section 3.4.6 is as follows:

#### **3.4.6 Pedestrian Weather Protection**

Through design review, this Plan will encourage development that incorporates provisions for weather protection such as canopies or awnings at the street level. Throughout

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<sup>1</sup> References to Emera include any related companies

downtown Halifax a system of pedways provides year round interior connections between major downtown destinations such as shopping districts, office towers, hotels, and convention facilities. Although future pedestrian connections will be encouraged at the street level, this Plan enables the continuation of the pedway system in conjunction with major developments provided the design conforms with the design guidelines set out in the Land Use By-law, and that they do not obscure east-west window views of the Harbour.

- Policy 24 HRM shall establish provisions in the Design Manual section of the Land Use By-law to encourage development to incorporate features such as canopies and awnings to provide weather protection for pedestrians at the street level.
- Policy 25 HRM may permit pedways to be constructed in conjunction with development projects provided they meet the guidelines set out in the Design Manual.

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

### **Role of the Development Officer**

In accordance with the Substantive Site Plan Approval process, as set out in the Downtown Halifax LUB, the Development Officer is responsible for determining if a proposal meets the land use and built form requirements of the Downtown Halifax LUB. The Development Officer has reviewed the application and determined it to be in conformance with these requirements.

### **Role of the Design Review Committee**

The role of the Design Review Committee (DRC) in this case is to determine if the proposal is in keeping with the design guidelines in the Design Manual.

### **Scope of Proposed Changes**

Both existing buildings at 1223 Lower Water Street and 5151 Terminal Road do not meet many of the built-form requirements of the Downtown Halifax LUB and Design Manual. For example, under the built-form requirements and guidelines, the streetwalls for 5151 Terminal Road should be closer to Lower Water Street and Terminal Road than their current location. Existing non-conforming elements may continue and are outside the scope of the DRC review, providing any changes under consideration would not increase the extent of the existing non-conformity. The intent of the Downtown Halifax LUB and Design Manual is to ensure that wherever possible new development provides for an improved condition consistent with the vision established by the Downtown MPS. Section 6(5) of the Downtown Halifax LUB specifically allows for the extension, enlargement, and alteration of non-conforming buildings.

## **DISCUSSION**

### **Design Manual Guidelines**

An initial staff review of the proposal against the Design Manual guidelines has been provided to assist the DRC's consideration of this application (Attachment C). The table indicates staff's advice as to whether the project complies with a particular guideline. In addition, it identifies circumstances where there are different possible interpretations of how the project relates to a guideline or where additional explanation is warranted. These matters, identified as "Discussion" items are addressed as follows:

#### **Exterior Cladding**

No matters are highlighted for discussion with respect to the proposed recladding of the building at 5151 Terminal Road.

## Pedway

### *System of Open Space and Lower Water Street (2.1b, 2.1d)*

The sidewalks and overall meandering street conditions of Lower Water Street in the Southern Waterfront Precinct are important components of an open space system that includes the extension of east-west streets and the waterfront boardwalk. While the submission from Emera highlights that the pedway serves to provide greater connectivity to many of these areas, the future enhancement of outdoor pedestrian experiences continues to be important and will need to be emphasized as future development occurs in the Precinct.

### *Transparency (3.2.6d)*

The Design Manual calls for pedways to be constructed of highly transparent materials. Through discussions with the project's architects it has been confirmed that the glass will be of a similar transparency of other pedways that are found in the downtown, which are highly transparent. Therefore, the proposed pedway meets the intent of the Design Manual.

### *Prominent Visual Terminus Sites (3.4.1a)*

The terminus of Lower Water Street at Terminal Road is identified as *Prominent Visual Terminus Site*, where future design elements on the site of the Westin, during a redevelopment, would be encouraged to highlight the end of this street and view. While the implementation of such design elements would continue to be important in the future, the prominence of this terminus view will be reduced. This will result in the need to introduce different design features that will take into account the views that will be under, through, and over the pedway at different vantage points along Lower Water Street.

### *Quality of Design and Materials (3.2.6e)*

The Design Manual calls for pedways to be of exceptionally high design and material quality. As noted in the application submission, care has been taken to design the pedway so that it utilizes the same materials as those that found on the building at 1223 Lower Water Street and that are proposed for 5151 Terminal Road. Therefore, the quality of design and materials for the pedway meets the intent of the Design Manual.

## **Conclusion**

The pedway and the external cladding changes respecting 1223 Lower Water Street and 5151 Terminal Road are consistent with the criteria within the Design Manual and therefore, it is recommended that the substantive site plan approval application be approved by the Design Review Committee.

## **FINANCIAL IMPLICATIONS**

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

## **COMMUNITY ENGAGEMENT**

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site plan approvals. The level of engagement was information sharing, achieved through the HRM website, the developer's website, public kiosks at HRM Customer Service Centres, and a public open house.

### **ENVIRONMENTAL IMPLICATIONS**

No implications have been identified.

### **ALTERNATIVES**

1. The Design Review Committee may choose to approve the application with conditions. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.
2. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific guidelines of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

### **ATTACHMENTS**

Map 1	Location and Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Design Rationale
Attachment C	Design Manual Checklist

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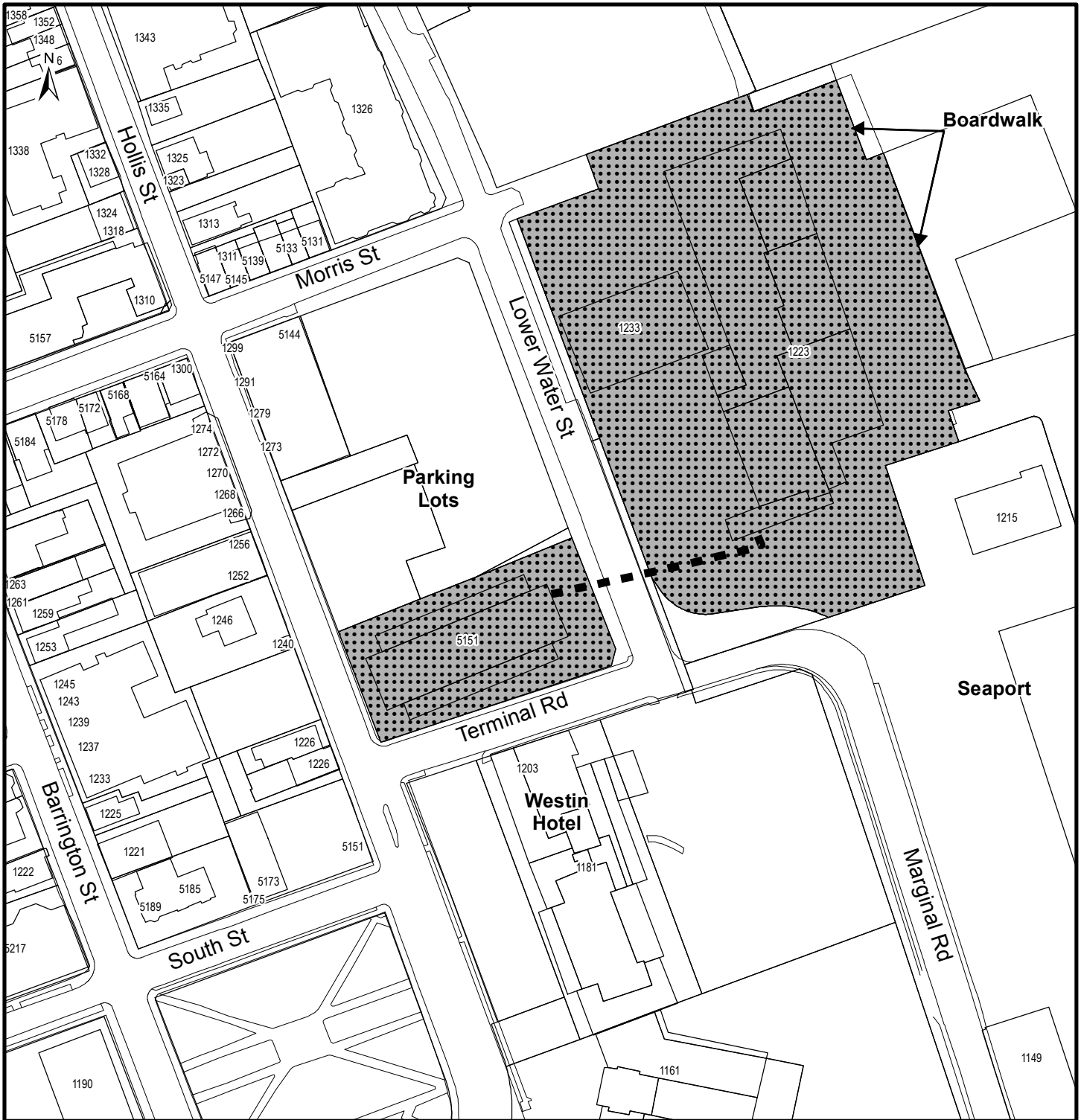
A copy of this report can be obtained online at: <http://www.halifax.ca/boardscom/drc/Agendas.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210 or fax 902.490.4208.

Report Prepared by: Richard Harvey, Major Projects Planner, 902.490.6495

Original signed by Kelly Denty



Report Approved by: \_\_\_\_\_  
Kelly Denty, Manager of Development Approvals, 902.490.4800

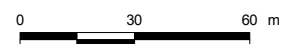
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**Map 1 - Location**

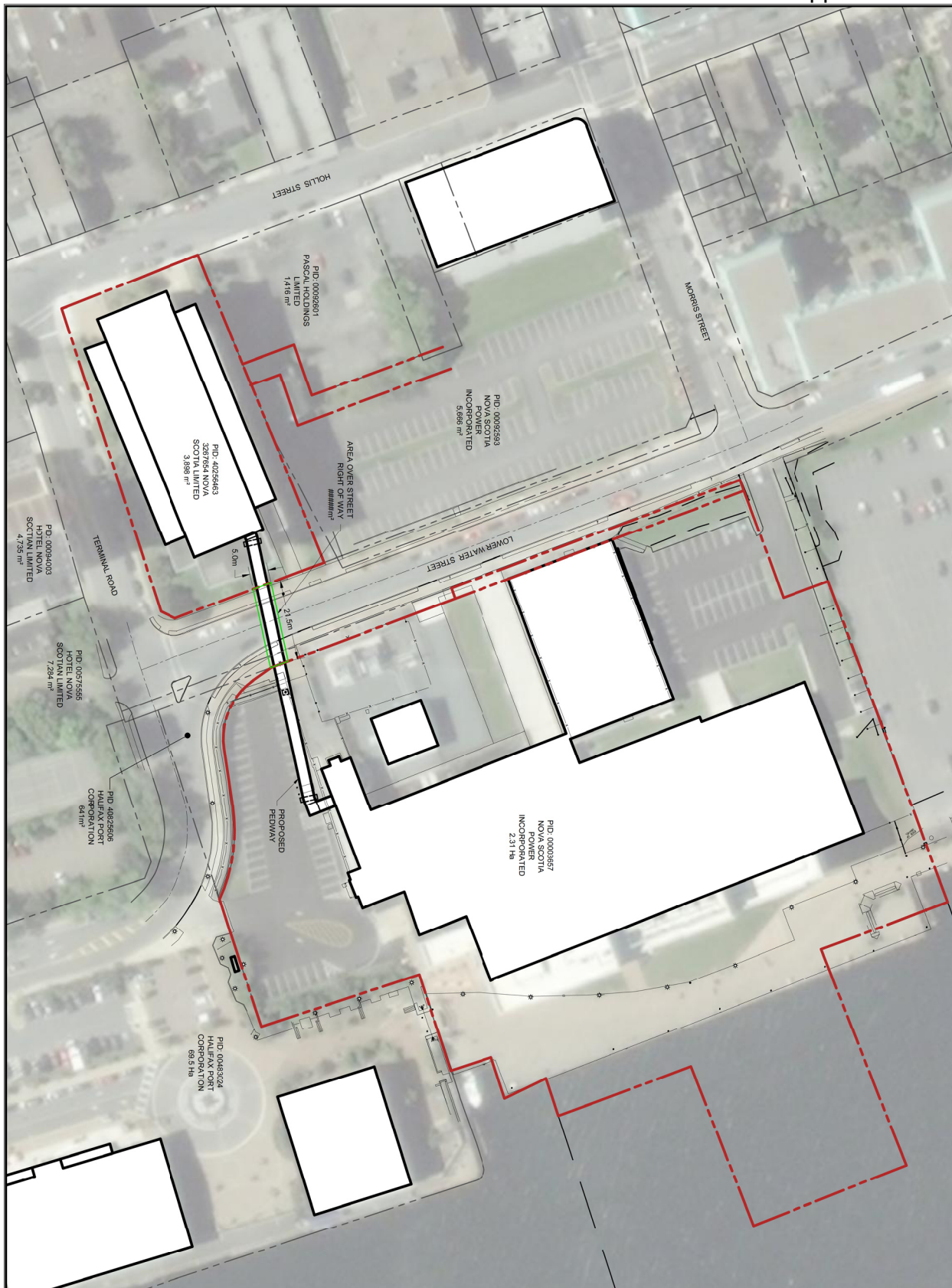
**HALIFAX**

-  Subject Properties
-  Proposed Pedway



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

Downtown Halifax Plan Area



**LEGEND**  
 --- Site Boundary  
 - - - - - Adjacent Property Boundary

**SOURCES:**  
 • BASE PLAN OBTAINED FROM TERRAIN  
 • AERIAL PHOTOGRAPHS DATED 14/2010 (DWG, DN) FILED  
 • JAN 05, 2009  
 • WSP SURVEY CAD FILE: 159-0023-580.dwg  
 • A49 CAD FILE: 159-0023-101-Pedway.dwg

Designer: KWATTERS  
 Planner: BJORRISON

**107**  
 VERSCON

**5151 TERMINAL ROAD**  
**HALIFAX, NOVA SCOTIA**

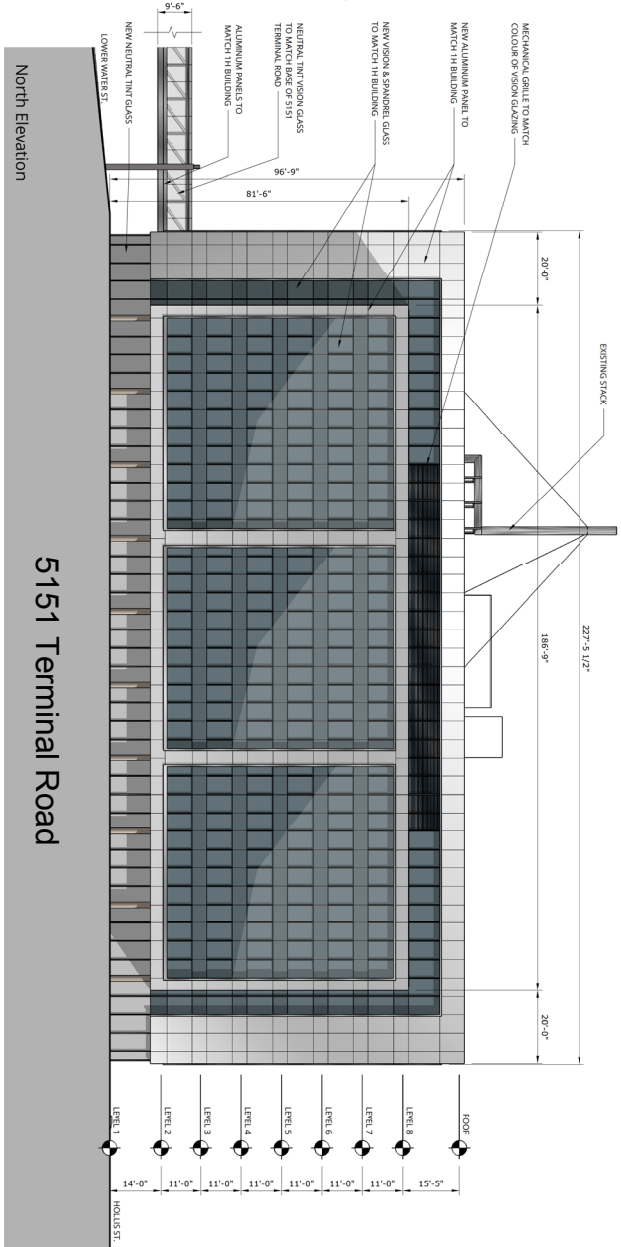
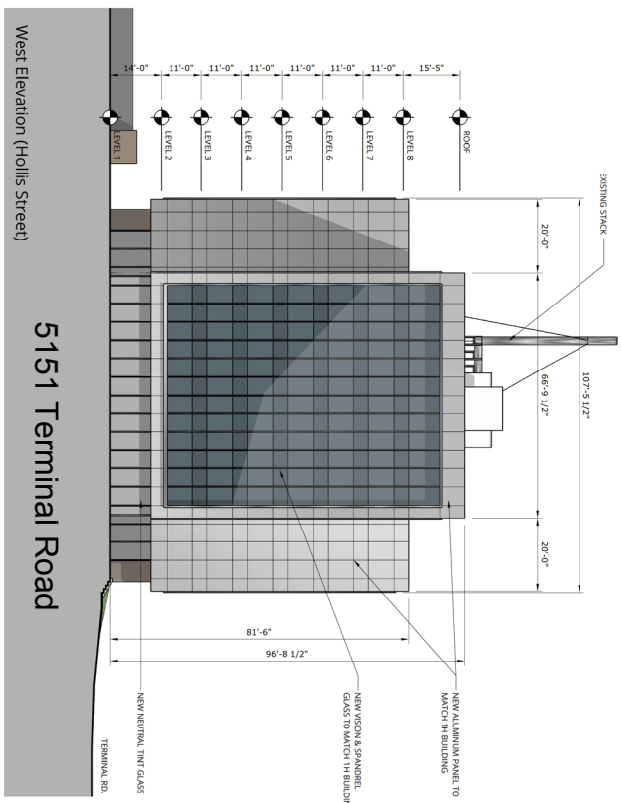
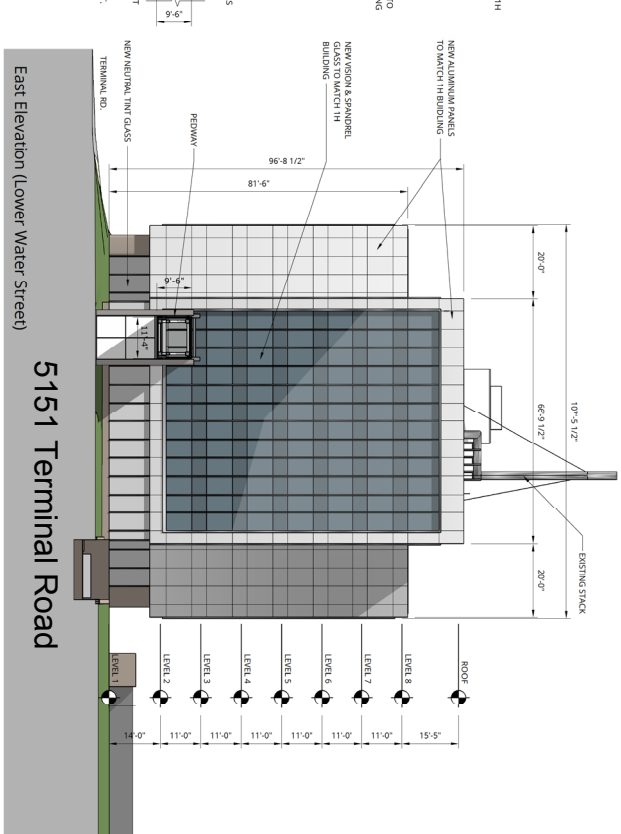
OCTOBER 08, 2015  
 159-0023-107

**SCALE**  
 1:1,000

15 10 5 0 25 m

**NORTH**

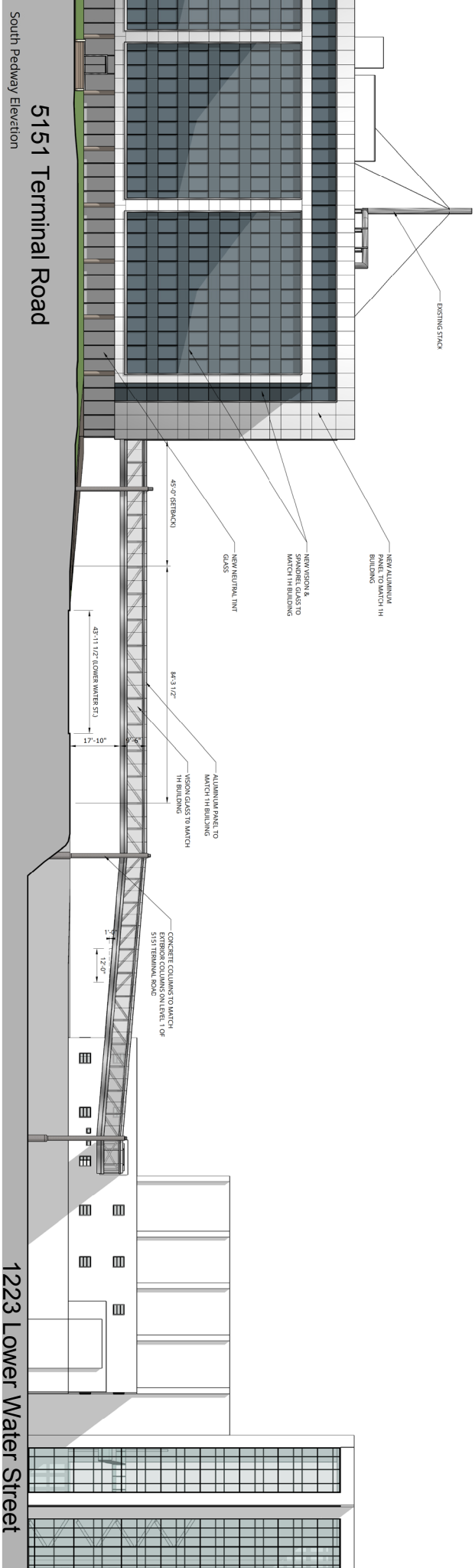
1 SHEET/LAKE DRIVE  
 DARTMOUTH, NOVA SCOTIA CANADA B5B 3X7  
 PHONE: 506-335-5555 FAX: 506-337-1545 WWW.WSPGROUP.COM



5151 Terminal Road - Emera Renovation  
 Elevations | Scale: 1/16" = 1'-0"  
 May 4, 2015



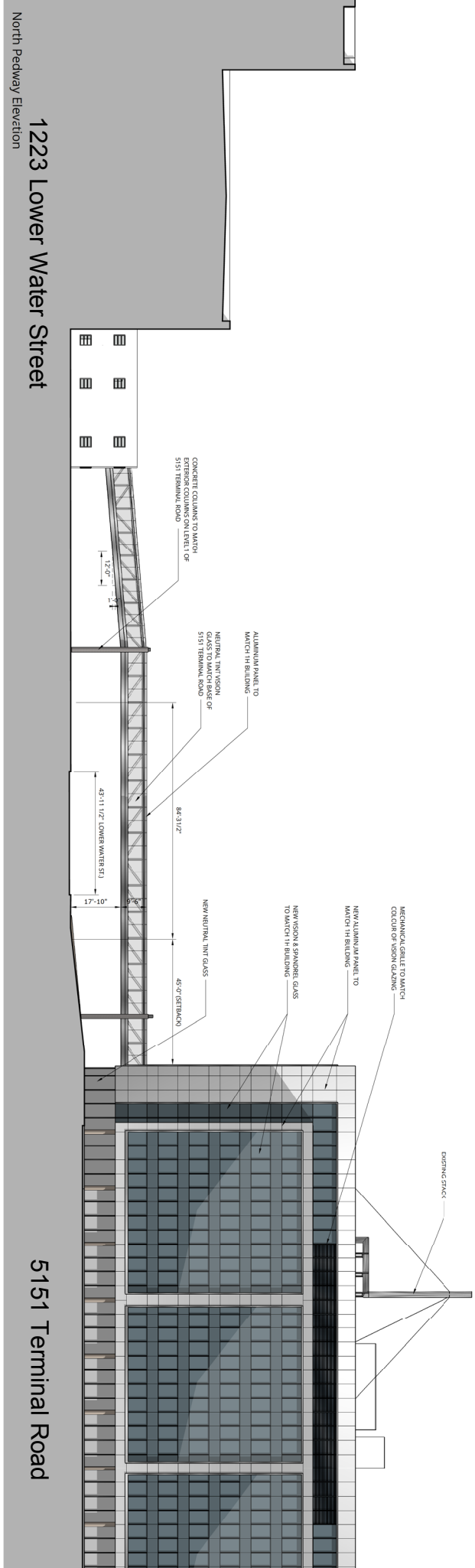




South Pedway Elevation

5151 Terminal Road

1223 Lower Water Street



North Pedway Elevation

1223 Lower Water Street

5151 Terminal Road



# 5151 Terminal Road

Substantive Site Plan Approval Application  
Design Rationale Report

October 9, 2015





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Existing Building 5151 Terminal Road  
Photograph



# 1.0 Project Team



## 1.1 Emera

Emera Inc. is an international energy and services company with roots in Nova Scotia, Canada. Emera companies are working to create cleaner energy and deliver it to market. Our success comes from integrating our diverse investments to get solid results for shareholders, partners and customers. We maintain high standards in safety, reliability, customer service and environmental care.



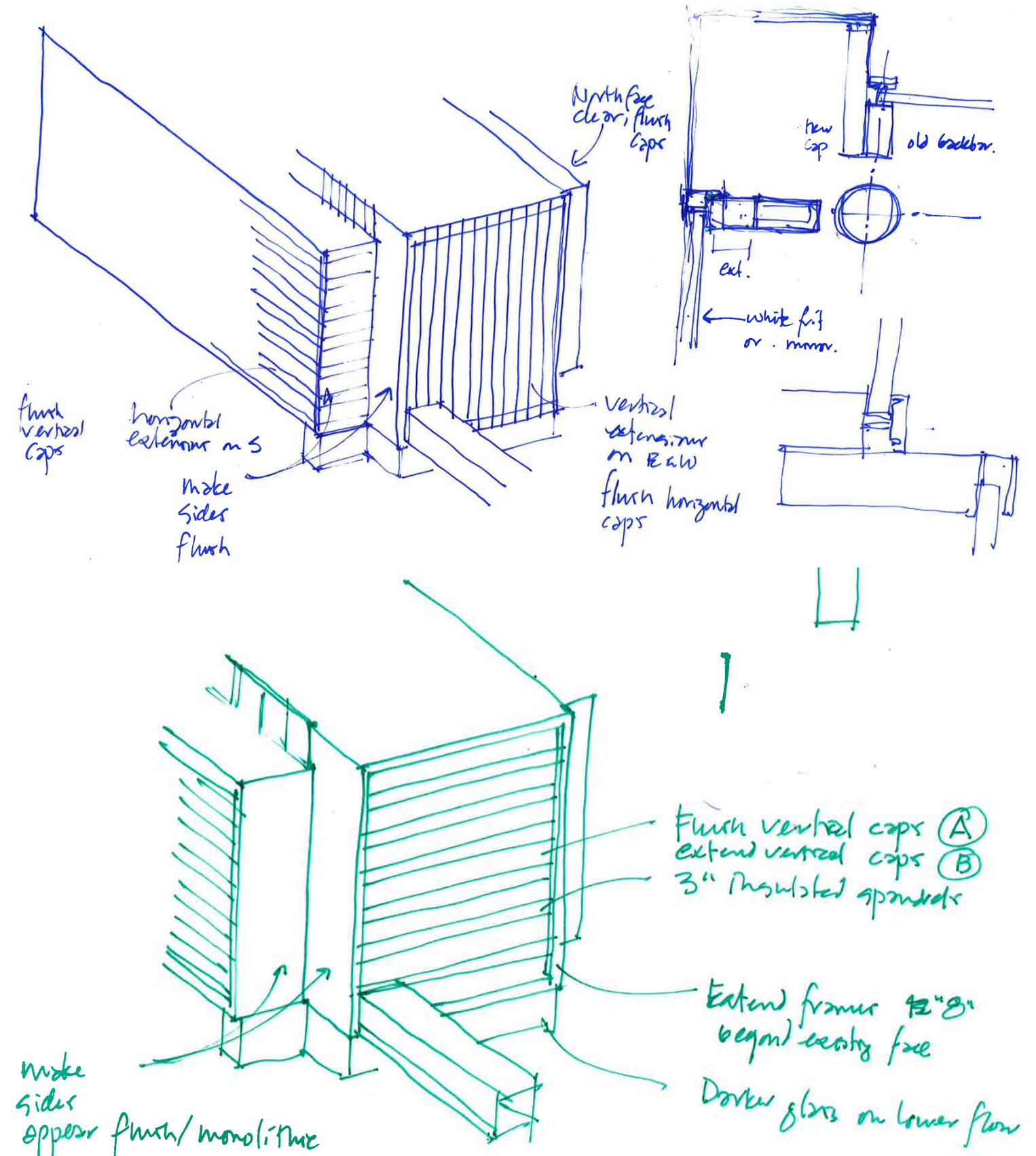
## 1.3 WSP Canada Inc.

Since its move into the Atlantic community in 2010, WSP continues to thrive, now holding offices in Dartmouth, Moncton, Saint John, Fredericton, Charlottetown and Summerside. We have partnered with A\49 Architecture, bringing our Atlantic team to over 230 highly skilled and motivated employees. Our services now include civil, municipal, and structural engineering, planning, surveying, geotechnical, environmental, traffic and transportation, project management and architectural services.

## ARCHITECTURE | 49


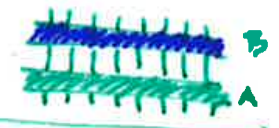

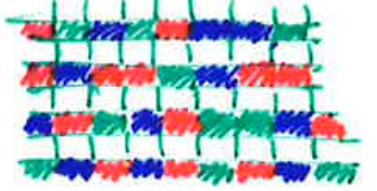
### 1.2 Architecture 49

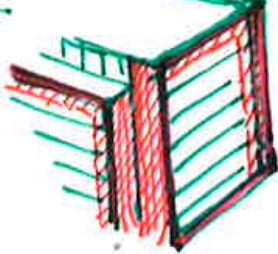
Architecture49 is a national leader in the integrated design and delivery of some of Canada's most important buildings and environments. We are focused on six key areas of expertise: Healthcare, Hospitality, Science and Technology, Security and Defence, Sports and Entertainment, and Transportation. Our national sectors complement our ongoing base of regional and community work.

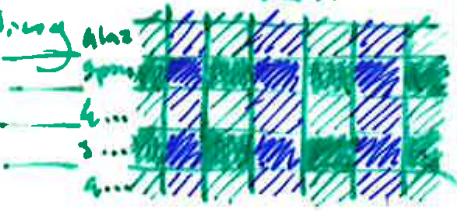


Preliminary Project Design Sketches


OPTION 1 → Basic Insulation  
 - 3" insulated spandrel (metal)  
 - 3" ext. glaz caps  
 → Hang a vertical ALL SIDES ✓

OPTION 2 → Colour bands / Mix. (Broad application)  
 → Potential versions:  
 A) Basic, solid Horiz.  A  
 B) Basic, solid Horiz. w/ alternation per floor  B  
 C) solid Horiz. per floor, graduated vertically  B  
 D) Random pattern, per panel   
 Legend:   
 ■ A (green)  
 ■ B (blue)  
 ■ C (red)

OPTION 3 → Slaver look framing Horiz. banding  
  
 Note: Mistar / Feet Viz Glassing

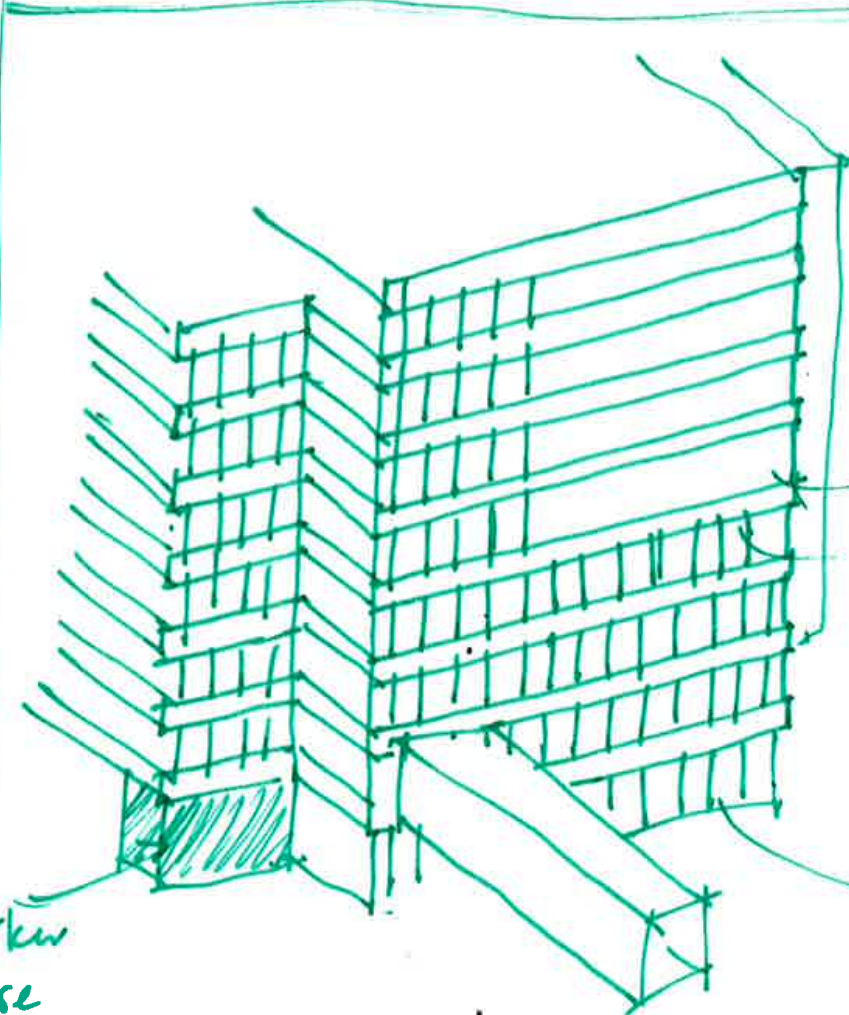
OPTION 4 → " Framing also " Vertical  


OPTION 5 → Joe's version of 3 & 4  


OPTION 6 → Vertical bands in unal:th  
  
 Sim to V band in cleave (Op 4)

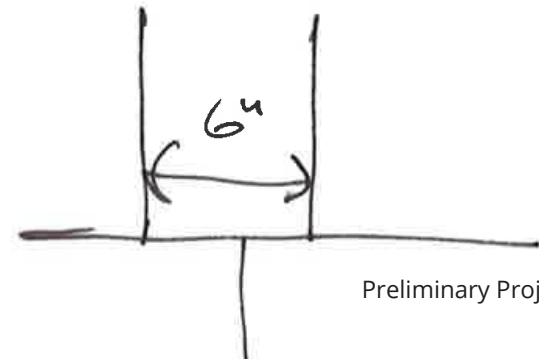
OP. 7 → Geo panels

EXTRA: PURLOIN (WOOD/METAL)



3" insulated spandrel / flat  
 3" extended glazing caps  
 hang a vertical  
 all sides

Treat base similar upper floor on ends



# 2.0 The Project

## 2.1 Project Description

The renovation of 5151 Terminal Road is a midlife refresh of a 40-year-old building. The objective is to visually update and upgrade the quality of the exterior envelope of the building. This will result in achieving four principal goals:

1. Increase the building's energy-efficiency
2. Visually integrate the existing Emera headquarters (1H) on Lower Water Street with the renovated Terminal Road building by using a shared design language and materials palette
3. Move 5151 Terminal Road towards a 'Class A' office level of quality.
4. Develop a physical link between the two buildings with an elevated pedestrian crossing, or pedway, across Lower Water Street.

This approach taken and design choices outlined in this pre-application respects Section 6(5) of the Downtown Halifax Land Use Bylaw:

6(5) "Where an existing building is deemed to be non-conforming under this By-law, it shall be allowed to be extended, enlarged, or altered as long as the extension, enlargement or alteration complies with this By-law, or a variance is granted by the Design Review Committee."

The pedway will link the staff and their access to the operations and associated spaces in each building. For instance, the majority of multifunction and meeting space rooms are to be located in D2 and will be shared by all employees. As outlined in the Design Rationale, the pedway respects the LUB and Design Guidelines and is intended to be as visually light a structure as possible.

In regards to the existing building's recladding, the existing massing is being maintained. No expansion or addition is being made to the building beyond the physicality of the glazing, mullions and panels being use to resurface the building.

## 2.2 Use

The use and function of the building remains unchanged. It will continue to function as a commercial office space. It is assumed the canteen space on the main floor will continue to operate and offer snacks and light lunches to the building occupants.

## 2.3 Site Plan

Please find the project Site Plan on the following page.



Perspective Rendering of Proposed Building Exterior  
View from South East





# 3.0 Design Rationale

The eight (8) storey office building at 5151 Terminal Road was built by the vendor, Universal Properties, in 1975 and sold to Emera in 2012. With a 70:30 window to wall ratio, the interior spaces afford some dramatic views of the downtown harbour neighborhood. Through an iterative and collaborative design process with the owner's representatives, the design team at A|49 was able to recommend an enhanced building envelope with double glazed vision glass and insulated spandrel panels creating a visual link between the two Emera buildings that comprise their headquarters.

The following is an evaluation of the proposed project as it relates to the Schedule S-1: Design Manual guidelines pertinent to the nature of the project.

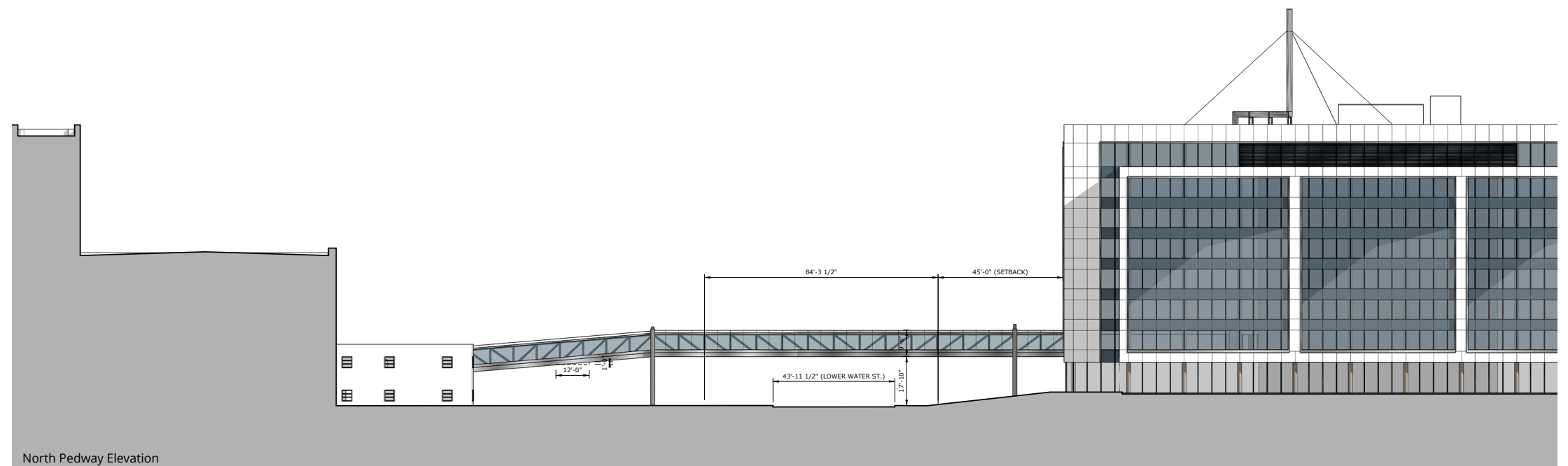
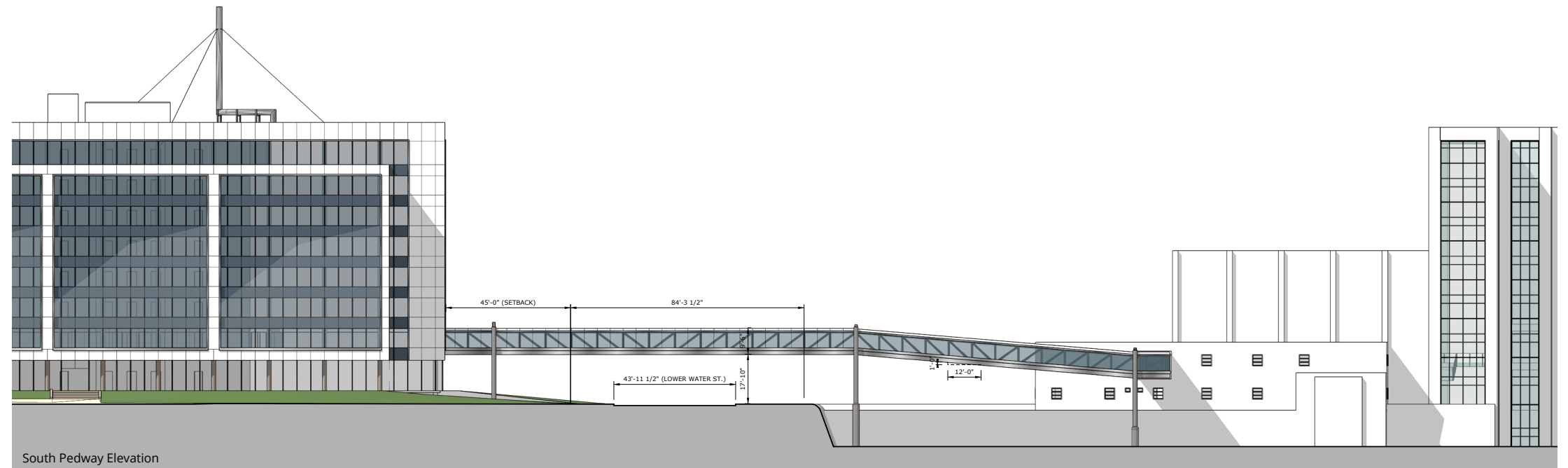


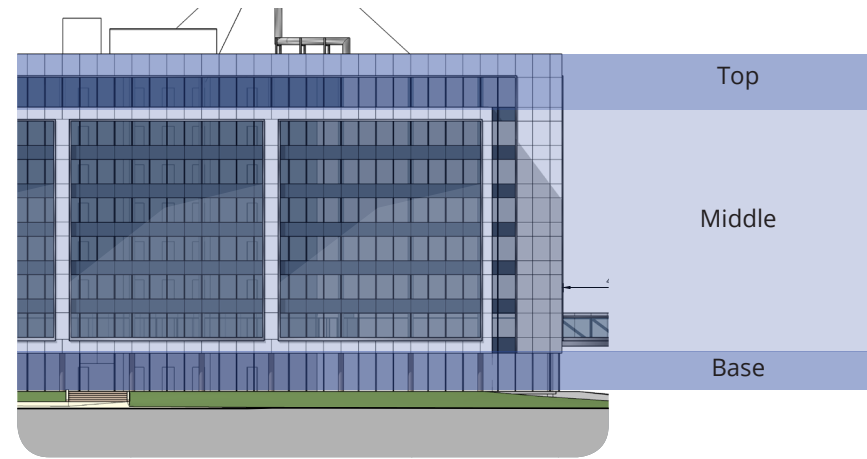
### 3.1 Elevated Pedestrian Walkways [3.2.6 S-1]

The Design Manual recognizes that pedways may be appropriate, or necessary in some cases. Guidelines regarding pedways between buildings in the downtown area are quite specific with respect to where they are and are not permitted. The proposed connection can be considered because it's located on an east-west roadway and will not obstruct views of the harbour. In addition the proposed design positively responds to the following parameters:

- Is not more than a single storey in height;
- Designed to have as low a profile as possible;
- Is comprised of highly transparent materials;
- Responds in an elegant and minimal manner to its context; and,
- Will be built using high quality materials.

The proposed pedway is designed to be as visually light a structure as possible. It is essentially a truss bridge with clear glazing on both sides. The pedway design incorporates the materiality of 5151 Terminal Road including its glazing, aluminum and concrete. The bush-hammered concrete already existing on D2 will be used as the finish on the pedway's supporting uprights. This material provides





long-term durability and is easily maintained as they age, especially when compared to steel. To minimize the visual impact on the street, the glazing used will be the same highly transparent panels as being used on the ground floor of 5151 Terminal Road.

In regards to traffic clearance, the design accommodates the present truck traffic associated with the port. The pedway's clearance follows guidelines of the Transportation Association of Canada and exceeds the recommended minimal clearance of 5.3m (17.4 feet).

A pedway crossing will be crossing a public right-of-way and therefore requires an encroachment license. An application for one will be made to the City of Halifax. If approved, it is anticipated the license will be contingent on the site plan approval for the pedway from the Design Review Committee.

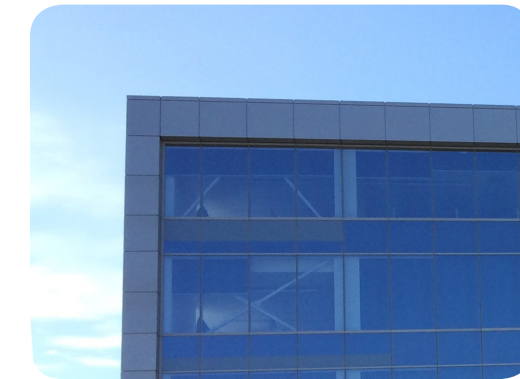
### 3.2 Building Articulation [3.3.1 S-1]

The Design Manual recognizes that articulation assists in bringing a human scale to a building and animates the façade. For 5151 Terminal Road the design team explored the dynamic play of light, shadow and interaction of the building's edges.

The new scheme for 5151 Terminal Road integrates with and emulates the architecture language that exists on 1H. The new skin will replace the present pancake aesthetic which basically layers one floor after the other resulting in little definition. The proposed re-cladding accentuates the building's existing massing and defines the articulation. This is accomplished through careful placing of solid and transparent materials.

In addition, the overall composition echoes the tripartite design encouraged in subsection (a.) of Section 3.3.1. A base, middle and top is suggested by the vertical and horizontal breaks of the aluminum panels in combination with two types of glazing.

A base is established with a highly transparent glazing wrapping the first floor. This will also assist in activating the street level with increased visual interaction and contribute to the pedestrian experience. The middle mass is defined by the aluminum panels and how they define the dimensionality of the building's side saddles. A top is suggested through the reveal of glass that wraps around the projected saddles and separates the middle massing from the top floor.



### 3.3 Materiality [3.3.2 S-1]

The Design Manual states that building materials "help define the character and quality of a building and how it relates to its context." The two buildings, 1H and 5151 Terminal Road together make-up Emera's headquarters and therefore one of the central design concepts for the refresh is to reference this context and emulate 1H but not directly copy it.

Apart from the thermal improvements to the building envelope afforded by the use of double-glazed units and/or insulated spandrel panels, re-cladding offers the opportunity to alter the finish, colour, and aforementioned massing of the building, even while retaining the existing aluminum curtain wall back-bars. Materials used include colour-matched spandrel panels and vision glass, one set in light silver and the other in blue-grey. The large areas of curtain wall are framed with oversized glazing caps.

The materials being used will be a controlled palette and specified to match the high quality of 1H. This is the same glazing color, with the same transparency and the same aluminum cladding system. The motivation of the design team is that in two to three years people who encounter and interact with Emera buildings will assume both were developed concurrently.

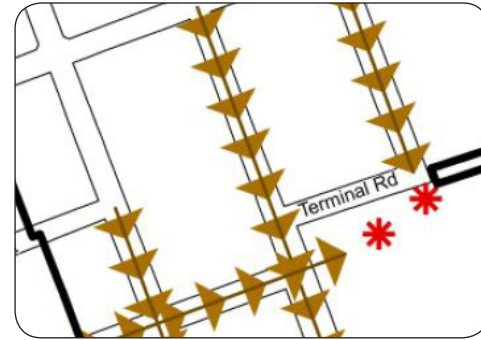


credit: conservatorygroup.ca

### 3.4 Entrances [3.3.3 S-1]

The Design Manual recognizes the entrance of a building as an essential component in a building and the most used part of a façade. 5151 Terminal Road’s entryway has thus been carefully considered. The existing design of the entrance is established through punctuation in the massing with a major recess at the southwest corner of the building. The retrofit respects, but also visually strengthens the intended effect of this aspect of the 1975 design.

At present the lobby is confined to the building’s centre with limited exterior walls. During the interior fit-up, the walls presently defining the lobby area will be removed and the area expanded to meet the proposed highly transparent glazing at the main floor. This design enhancement will further increase the level of visual interaction between the entrance and the street. Pedestrians will see more light and activity in the lobby. In addition the recessed covered entrance continues to provide weather protection to people entering and exiting the building.



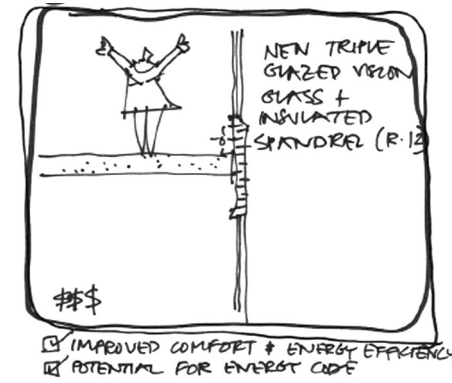
### 3.5 View Termini [3.4.1 S-1]

Map 9 in the Land Use By-law illustrates the location of “Prominent Visual Terminus Sites”. The existing rear parking lot for the Westin, at the Southern end of Terminal Road is such a site. The Design Manual encourages any proposed building on this site should strengthen the visual connectivity with Lower Water Street. Architectural elements that may achieve this effect, such as spires or turrets will not be hindered by the proposed pedway.

The pedway’s transparent design is intended to encourage and permit consideration of the larger composition anticipated for the area including the possibility of a terminus building one day being built on the Westin’s rear parking lot. The stanchions holding up the proposed pedway act as a sort of book ends and help frame the street and a future building at the end of Lower Water Street.

### 3.6 Parking, Services and Utilities [3.5 S-1]

The existing enclosed parking configuration at 5151 Terminal Road will be maintained. The existing building occupancy is also being maintained and therefore the existing services and utilities are adequate.



### 3.7 Sustainable Design [5.1]

The design Manual promotes the use of sustainable choices in a building’s design; they are also important and central to the corporate ethos of Emera. In the regulatory context of this application and since bonus zoning is not applicable the following design choices are voluntary.

Replacing the existing single glazed vision glass and the spandrel panels with little insulation value, offers the opportunity to lower energy costs while significantly improving the quality of the interior environment.

Re-cladding options were examined for cost and energy savings. The option chosen includes double glazed vision panels and double glazed spandrel panels with insulation. High level energy modeling supported this option.

The design team also carefully considered the orientation of the building. The approach to the glazing on the east and west is different than that on the north and south. On the east and west elevations, because of the sun’s low angle and the potential for interior glare, fairly deep mullion caps will be used to create more of a shadow line when the sun is low. As it raises towards the south, there is a more horizontal aesthetic on the south and north faces. This design consideration assists the building in not having to work as hard to cool itself and also assists in controlling glare for the occupants.

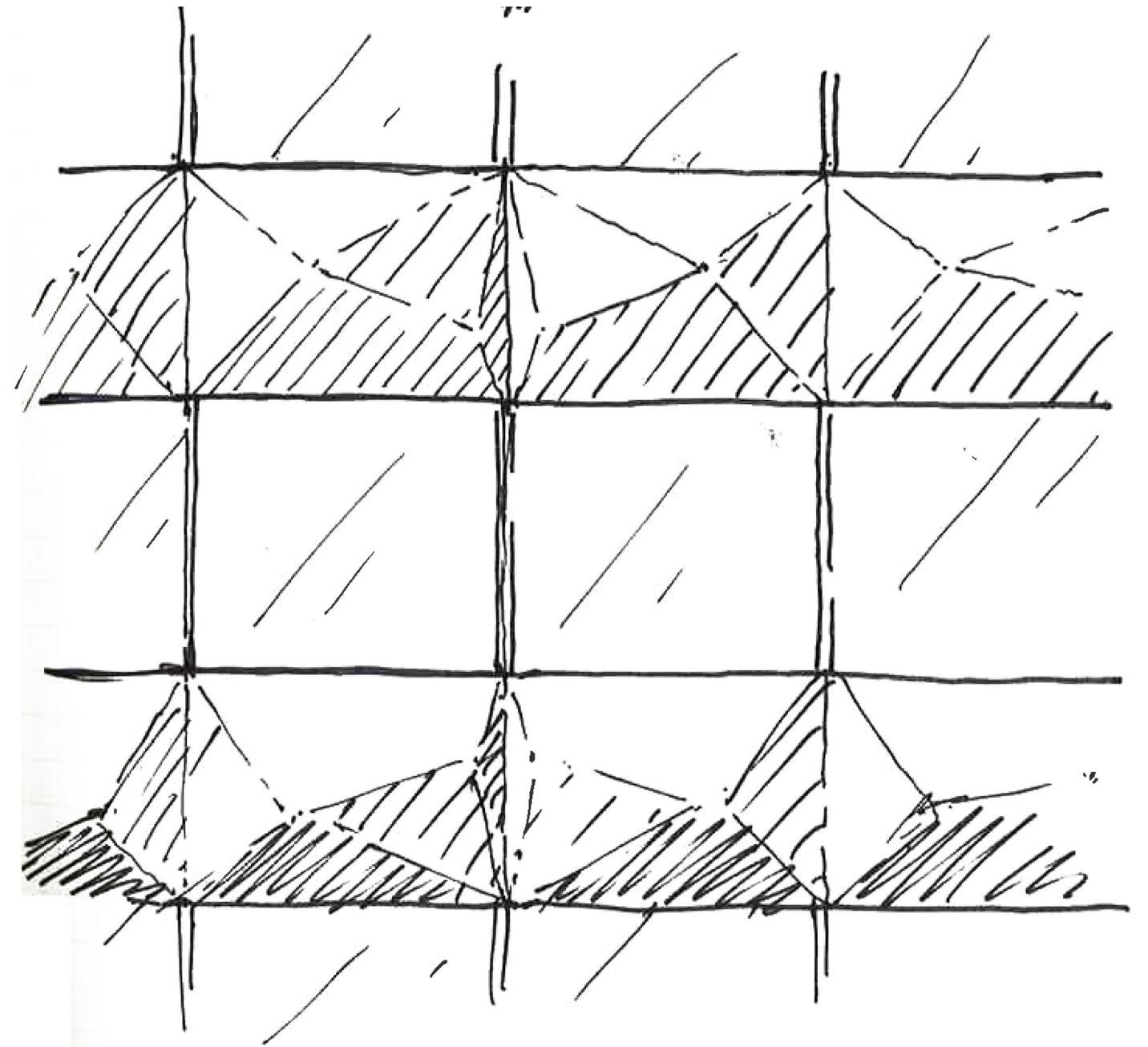
## 4.0 Other Requirements

### 4.1 Barrier Free Access

The building is presently barrier free. However, since this building was originally built, the national building code has been updated. The interior fit-up of 5151 Terminal Road offers the opportunity to include installation of barrier free bathroom facilities on all floors and improve the building’s accessibility for all occupants and visitors.

# 5.0 Building Drawings

See Site Plan Approval Plans



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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
<b>2</b>	<b>Downtown Precinct Guidelines</b> (refer to Map 2 for Precinct Boundaries)			
<b>2.2</b>	<b>Precinct One: Southern Waterfront</b>			
2.1a	Fill existing gaps created by vacant properties and parking lots with new development.			●
2.1b	Create a system of open space that includes: <ul style="list-style-type: none"> <li>• extensions of east-west streets between Lower Water Street and the Harbour as key components of an open space network;</li> <li>• the boardwalk;</li> <li>• sidewalks along Lower Water Street, and; plazas and small parks where the extensions of the east-west streets intersect the boardwalk.</li> </ul>		●	
2.1c	Tall and slender towers provided that their placement and design are consistent with the objectives identified for this precinct and with the design guidelines.			●
2.1d	Ensure that development along Lower Water Street has streetwall and landscaping conditions that emphasize its meandering qualities and emergence as an important street. Encourage measures such as sound-proofing requirements for new development to reduce the conflict created by truck traffic traveling along Lower Water Street.		●	
2.1e	Permit surface parking lots only when they are an accessory use and are in compliance with the Land Use By-Law and design guidelines.			●
2.1f	New waterfront development shall adhere to section 2.10 of the Design Manual.			●
<b>3</b>	<b>General Design Guidelines</b>			
<b>3.1</b>	<b>The Streetwall</b>			
<b>3.1.1</b>	<b>Pedestrian-Oriented Commercial</b> On certain downtown streets pedestrian-oriented commercial uses are required to ensure a critical mass of activities that engage and animate the sidewalk These streets will be defined by streetwalls with continuous retail uses and are shown on Map 3 of the Land Use By-law.  All retail frontages should be encouraged to reinforce the 'main street' qualities associated with the historic downtown, including:			
3.1.1a	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.			●
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).			●
3.1.1c	Frequent entries.			●

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
3.1.1d	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3, and is encouraged elsewhere throughout the downtown.			●
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.			●
3.1.1f	Where non-commercial uses are proposed at grade in those areas where permitted, they should be designed such that future conversion to retail or commercial uses is possible.			●
<b>3.1.2</b>	<b>Streetwall Setback</b> ( <i>refer to Map 6</i> )			
3.1.2a	Minimal to no Setback (0-1.5m): Corresponds to the traditional retail streets and business core of the downtown. Except at corners or where an entire block length is being redeveloped, new buildings should be consistent with the setback of the adjacent existing buildings.			●
3.1.2b	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.			●
3.1.2c	Institutional and Parkfront Setbacks (4m+): Corresponds to the generous landscaped setbacks generally associated with civic landmarks and institutional uses. Similar setbacks designed as landscaped or hardscaped public amenity areas may be considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill out activity such as sidewalk patios.			●
<b>3.1.3</b>	<b>Streetwall Height</b> ( <i>refer to Map 7</i> ) To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets: generally 15.5m, 17m or 18.5m. Consistent with the principle of creating strong edges to major public open spaces, a streetwall height of 21.5m is permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.			
<b>3.2</b>	<b>Pedestrian Streetscapes</b>			
<b>3.2.1</b>	<b>Design of the Streetwall</b>			
3.2.1a	The streetwall should contribute to the fine grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow			●



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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	buildings and storefronts.			
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets.			●
3.2.1c	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey setbacks.			●
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.			●
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.			●
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.			●
3.2.1g	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.			●
<b>3.2.2</b>	<b>Building Orientation and Placement</b>			
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.			●
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.			●
3.2.2c	Side yard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.			●
<b>3.2.3</b>	<b>Retail Uses</b>			
3.2.3a	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.			●
3.2.3b	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.			●
3.2.3c	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.			●

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.			●
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.			●
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.			●
3.2.3g	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.			●
<b>3.2.4</b>	<b>Residential Uses</b>			
3.2.4a	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.			●
3.2.4b	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.			●
3.2.4c	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.			●
3.2.4d	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.			●
3.2.4e	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.			●
3.2.4f	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.			●
<b>3.2.5</b>	<b>Sloping Conditions</b>			
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.			●

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.			●
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.			●
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.			●
3.2.5e	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.			●
3.2.5f	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.			●
3.2.5g	Flexibility in streetwall heights is required in order to transition from facades at lower elevations to facades at higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or broken cornice lines at the top of streetwalls on sloping streets.			●
<b>3.2.6</b>	<p><b>Elevated Pedestrian Walkways</b>  <i>The intent of these guidelines is to focus pedestrian activity and at the sidewalk level in support of sidewalk level retail establishments, and overall public realm vibrancy. However pedways may be appropriate or necessary in some cases such as interconnecting convention and hotel spaces. When deemed necessary pedways shall:</i></p>			
3.2.6a	Not be constructed in a north-south direction such that they block views up and down the east-west streets in the downtown.	●		
3.2.6b	Not be more than a single storey in height.	●		
3.2.6c	Strive to have as low a profile as possible.	●		
3.2.6d	Be constructed of highly transparent materials.		●	
3.2.6e	Be of exceptionally high design and material quality.		●	
<b>3.2.7</b>	<p><b>Other Uses</b></p>			
3.2.7a	Non-commercial uses at-grade should animate the street with frequent entries and windows.	●		
<b>3.3</b>	<p><b>Building Design</b></p>			
<b>3.3.1</b>	<p><b>Building Articulation</b></p>			
3.3.1a	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to	●		

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: <ul style="list-style-type: none"> <li>• Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality.</li> <li>• Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape.</li> <li>• Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.</li> </ul>			
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown’s context and tradition.	●		
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	●		
3.3.1d	Street facing facades should have the highest design quality, however, all publicly viewed facades at the side and rear should have a consistent design expression.	●		
<b>3.3.2</b>	<b>Materials</b>			
3.3.2a	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	●		
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	●		
3.3.2c	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	●		
3.3.2d	Changes in material should generally not occur at building corners.	●		
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	●		
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	●		
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	●		
3.3.2h	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid	●		

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	insulation), and metal siding utilizing exposed fasteners are prohibited.			
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	●		
3.3.2j	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.	●		
<b>3.3.3</b>	<b>Entrances</b>			
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.			●
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.			●
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.			●
<b>3.3.4</b>	<b>Roof Line and Roofscapes</b>			
3.3.4a	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.			●
3.3.4b	The expression of the building top (see previous) and roof, while clearly distinguished from the building middle, should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.	●		
3.3.4c	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living green roofs is strongly encouraged.			●
3.3.4d	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.			●
3.3.4e	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the			●

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
	roofs of such structures have very high visibility.			
3.3.4f	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.	●		
<b>3.4</b>	<b>Civic Character</b>			
<b>3.4.1</b>	<b>Prominent Frontages and View Termini</b>			
3.4.1a	Prominent Visual Terminus Sites: These sites identify existing or potential buildings and sites that terminate important view corridors and that can strengthen visual connectivity across downtown. On these sites distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways should be provided. Design elements (vertical elements, porticos, entries, etc.) should be aligned to the view axis. Prominent Visual Terminus Sites are shown on Map 9 in the Land Use By-law.		●	
3.4.1b	Prominent Civic Frontage: These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.			●
<b>3.4.2</b>	<b>Corner Sites</b>			
3.4.2a	Provision of a change in the building massing at the corner, in relation to the streetwall.			●
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.			●
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.			●
3.4.2d	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.			●
<b>3.4.3</b>	<b>Civic Buildings</b>			
3.4.3e	Civic buildings entail a greater public use and function, and therefore should be prominent and recognizable, and be designed to reflect the importance of their civic role.			●
3.4.3f	Provide distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.			●

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3.4.3g	Ensure entrances are large and clearly visible. Provide a building name and other directional and wayfinding signage.			●
3.4.3h	Very important public buildings should have unique landmark design. Such buildings include transit terminals, museums, libraries, court houses, performing arts venues, etc.			●
<b>3.5</b>	<b>Parking Services and Utilities</b>			
<b>3.5.1</b>	<b>Vehicular Access, Circulation, Loading and Utilities</b>			
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.			●
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.			●
3.5.1c	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.			●
3.5.1d	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well designed doors and entries.			●
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.			●
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.			●
<b>3.5.2</b>	<b>Parking Structures</b>			
3.5.2a	Where multi-storey parking facilities are to be integrated into new developments they should be visually obscured from abutting streets by wrapping them with sleeves of active uses.			●
3.5.2b	Animated at-grade uses should occupy the street frontage, predominantly retail, with 75% transparency.			●
3.5.2c	At-grade parking access and servicing access to retail stores should be provided to the rear and concealed from the street.			●
3.5.2d	Provide articulated bays in the façade to create fine-grained storefront appearance.			●
3.5.2e	Provide pedestrian amenities such as awnings, canopies, and sheltered entries.			●

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>Discussion</b>	<b>N/A</b>
3.5.2f	Provide façade treatment that conceals the parking levels and that gives the visual appearance of a multi-storey building articulated with window openings.			●
3.5.2g	Design of parking structures such that they can be repurposed to other uses (i.e. level floor slabs) is encouraged.			●
3.5.2h	Provide cap treatment (at roof or cornice line) that disguises views of rooftop parking and mechanical equipment.			●
3.5.2i	Utilize high quality materials that are compatible with existing downtown buildings.			●
3.5.2j	Locate pedestrian access to parking at street edges, with direct access. Ensure stairs to parking levels are highly visible from the street on all levels.			●
3.5.2k	Ensure all interior and exterior spaces are well lit, inclusive of parking areas, vehicular circulation aisles, ramps, pedestrian accesses, and all entrances.			●
3.5.2l	Maintain continuous public access to parking at all hours and in all seasons.			●
3.5.2m	Minimize the width and height of vehicular access points to the greatest practical extent.			●
3.5.2n	Provide clear sightlines for vehicles and pedestrians at sidewalks, by setting back columns and walls, and providing durable low maintenance mirrors.			●
3.5.2o	Bicycle parking must be provided in visible at grade locations, and be weather-protected.			●
<b>3.5.3</b>	<b>Surface Parking</b>			
3.5.3a	Surface lots shall be located out of sight behind buildings or inside city blocks rather than adjacent to streets or at corners.			●
3.5.3b	Surface lots shall only be moderate in size (10-20 cars) for the handicapped and visitors, and must include bicycle parking opportunities.			●
3.5.3c	Surface parking shall be designed to include internal landscaping or hardscaping on islands at the ends of each parking aisle, clearly marked pedestrian access and paths, lighting and be concealed with landscaped buffers or other mitigating design measures.			●
3.5.3d	In addition to landscaping, a variety of hardscaping materials should be used to add visual texture and reduce apparent parking lot scale. Landscaping should be low maintenance.			●
<b>3.5.4</b>	<b>Lighting</b>			



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