HALIFAX
REGIONAL MUNICIPALITY

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Heritage Advisory Committee
February 22, 2012

TO: Chair and Members of the Heritage Advisory Committee

SUBMITTED BY: Phil Townsend, Director, Planning & Infrastructure

DATE: February 7, 2012

SUBJECT: **Case H00364 - Proposed Demolition of Former Tip Top Tailors Building, 1592 Barrington Street, Barrington Street Heritage Conservation District**

ORIGIN

Application by Lydon Lynch Architects, on behalf of the owner, 2882 Gottingen Street Limited, to demolish the former Tip Top Tailors building and replace it with a new building.

RECOMMENDATION

It is recommended that the Heritage Advisory Committee recommend that Regional Council:

1. Set the date for a Public Hearing to consider the demolition application for 1592 Barrington Street, Halifax; and
2. Approve the proposed demolition of the Former Tip Top Tailors building at 1592 Barrington Street, Halifax.

EXECUTIVE SUMMARY

The former Tip Top Tailors building at 1592 Barrington Street is not a registered heritage property but is located in the Barrington Street Heritage Conservation District (HCD). Constructed in 1951, the building has heritage value as an example of Halifax's post-war modern built heritage and exemplifies the last high period of retail development on Barrington Street in the 1950s and 60s. However, it is currently in very poor condition. Its heritage character defining elements are significantly degraded and a structural assessment has indicated that there is little potential for viable re-use of the building, either in its present form or with additional floors added. This leads to the conclusion and recommendation that demolition and replacement of the building with a new structure is warranted.

In considering the demolition application, Regional Council is required to consider the merits of the proposed replacement building. The new structure is also required to be approved by the Design Review Committee under the parallel Site Plan Approval process. The replacement structure must conform to the Downtown Halifax Land Use By-Law design guidelines for new development.

The proposed building has a contemporary glass curtain wall design that would contrast with the more traditional architecture of the adjacent streetscape. The design guidelines encourage contemporary design and contain the flexibility to allow approval of this approach but also contain provisions allowing a more traditional approach with regard to infill structures in a heritage conservation district. These countervailing provisions are not articulated in mutually exclusive terms and therefore require some discretionary consideration by both the Heritage Advisory Committee and the Design Review Committee. Both committees have mandates to recommend or approve the application unconditionally or with conditions respecting the architectural character of the new building. In staff's opinion, the proposed building meets the guidelines for contemporary design.

BACKGROUND

In 2009, the Barrington Street Heritage Conservation District (HCD) was established in concert with the Downtown Halifax Secondary Planning Strategy and Land Use By-Law. The heritage district is comprised predominantly of 19th and early 20th century buildings but also includes several buildings from the 1950s and 60s, that contribute an element of post-war modern built heritage to the district's mix of architectural styles. Constructed in 1951, the Tip Top Tailors building is one of these post-war buildings (see Map 1 and Attachment A).

Demolition Policies & Demolition Approval Process:

The HCD was established by adoption of a Heritage Conservation District Plan and By-Law under the *Heritage Property Act*. The HCD Plan includes demolition control policies, the purpose of which is *"to ensure that significant changes to the character of the district cannot occur without consideration of their impact on the heritage value and character of the district."*

The current application is the first test of these policies. The policies are contained in section 4.4 of the HCD Plan (see Attachment B), and establish the following process for consideration of the application.

i. *Information Required*: Policy 7 requires that the application must include: a) an explanation of the reasons for the proposed demolition and any alternatives that may be available and b) a concept plan for a replacement building. The applicant has satisfied this requirement by making an accompanying application for Site Plan Approval which includes plans of the proposed new building and a design rationale which includes reasons for the demolition (see Attachments D and E).

ii. *Public Hearing and Criteria for Council Decision:* Policy 8 requires that the application must be considered by Regional Council at a Public Hearing and that, in determining whether to grant or refuse permission, Council must consider: a) the heritage value of the building; b) the structural condition of the building; c) the potential for repair and continued use of the building; d) the merits of the proposal for a replacement building; and e) the written advice of Heritage staff and the Heritage Advisory Committee (HAC).

iii. *Appeal if Demolition Approved*: Policy 10 states that where Council approves demolition of a non-registered property in the HCD (of which the Tip Top building is one), the certificate of appropriateness for the demolition shall not be issued until the appeal provisions of the *Heritage Property Act* are met. The approval may be appealed to the Nova Scotia Utility & Review Board (NSUARB) by aggrieved parties within 21 days of the publication of a notice respecting the decision.

iv. *One-Year Delay/Negotiation Period if Demolition Refused*: Policy 10 also states that if Council denies the application, a permit for the demolition shall not be granted until one year has elapsed from the date of the application. Within this one-year period, HRM may negotiate with the owner to find ways and means to retain and rehabilitate the building, which may involve financial or other incentives from HRM, other levels of government, and other organizations with an interest in heritage preservation.

v. *Option for Conditional Approval*: Policy 11 states that where the demolition is approved, Council may attach conditions to the approval including photographic documentation of the building, site restoration following the demolition, and conditions respecting the architectural character of the replacement building.

vi. Under the *Heritage Property Act*, the applicant may appeal the denial of the application or the imposition of conditions to the NSUARB.

Approval Process for New Building:

The proposed new building is subject to the *Site Plan Approval* process under the Downtown Halifax Secondary Municipal Planning Strategy (MPS) and Land Use By-Law (LUB), which requires approval by the Development Officer and Design Review Committee (DRC) rather than Council. The Development Officer determines whether the proposal meets the requirements of the LUB with respect to built form (height, setback, stepback, etc.) and the DRC determines whether it meets the requirements of the Design Manual with respect to architectural design,

heritage compatibility, and sustainable design. With regard to heritage compatibility, section 4(13b) of the LUB requires the DRC to consider the HAC's advice. The DRC may approve, approve with conditions, or deny the application. Decisions of the DRC may be appealed to Regional Council within 14 days of the publication of a public notice respecting the committee's decision.

Linking the Two Approval Processes:

The decision of Regional Council regarding the demolition of the Tip Top building must be based partly on consideration of the merits of the replacement building and Council, like the Design Review Committee, has authority to place conditions on the character of the replacement building. Staff advises that the Public Hearing on the demolition should not be held until after the DRC has rendered its decision and the Site Plan Approval appeal period has expired. Should an appeal regarding the DRC decision be lodged, Council will then be able to consider that appeal and the demolition at the same time. The parallel processes are illustrated in chart form in Attachment C.

DISCUSSION

Heritage Value[1]
Section 3 of the Barrington Street HCD Plan, entitled "Heritage Value of the District", states:

> *"The heritage value of Barrington Street lies in the historical and architectural significance of its buildings and civic open spaces and its evolution as Halifax's principal downtown commercial street over the 250 years from settlement to the present day ...(and) ...The buildings which occupy the four blocks between the Grand Parade and the Old Burying Ground reflect the evolution of Barrington Street as the city's centre of commerce from its early 19th century beginnings to its blossoming in the late 19th and early-mid 20th century, its decline in the late 20th century, and currently, its potential for revitalization as the symbolic heart of the downtown."*

In framing the heritage value of the district in these terms, the Plan clearly includes the district's modern buildings as contributing elements.

Built in 1951, the Tip Top building exemplifies the last high period of retail development on Barrington from the 1950s to the mid-1960s and it gives expression to the high-level aspirations and expectations of that era in its form and massing, interior planning, and material character.

The building was designed by Allan Duffus, a leading architect of the era, for a prestige retail client. Retail space was distributed over two floors - the street level and the second floor, indicating the high value placed on retail presence on Barrington Street at that time. The façade design used extensive glass to showcase both retail levels, and was intentionally modeled with

[1] The *Heritage Property Act* defines "heritage value" as "the aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations and embodied in character-defining materials, forms, locations, spatial configurations, uses and cultural associations or meanings."

recessed areas and showcase projections to provide maximum exposure of the shop interior to the street.

Material expression of the exterior was in keeping with the ambition of the form, using dark coloured vitrolite (large opaque glass tiles) and buff travertine (limestone panels), set off by the silver metal trim of the show windows and the terrazzo paving of the recessed entry. In addition to the form and material characteristics, the building's façade structure featured a long span over the show windows, supporting a parapet aligned with the eaves cornice of the adjacent 19th century Khyber building and the 3rd floor windows of the adjacent Tramway building – both a modern structural feature in the span and a context-sensitive accommodation to the older built fabric of the street. The design also accommodated an open air laneway along the north side of the building, which served as an exit for the adjacent Neptune Theatre and opened onto Barrington Street between the Tip Top showcase windows, showing the architect's comfort in adapting modernist expression to the 19th century fabric of the city (again see Attachment A).

The Tip Top Tailors building is an example of post-war, modernist retail design, carried out by a leading local architect for a significant national client, early in the last period when Barrington Street was the prestige retail destination of Halifax. However, at the same time, the building is now in a significantly deteriorated condition and the key questions for its future are the extent to which its original character-defining elements remain intact and the extent to which its structural condition offers potential for continued use, either in its present form or with added floors, versus the alternative of replacing it with an entirely new structure.

Condition of Character Defining Elements:

A review of the condition of the building shows that most of its formal elements - the cubic volumes of the original design, the recessed entryway, the bank of windows on the 2nd storey, the essential forms of the street level showcase windows, and the broad roof parapet - remain intact. However, an important character-defining element has been lost through the closure of the side laneway for the Neptune Theatre, which was an essential contributing factor in the overall building design in both its aesthetic and functional aspects.

The material quality of the building has been significantly degraded through a combination of inappropriate alterations and lack of maintenance (again, see Attachment A). There is very little of the original stylish Vitrolite and Travertine cladding left - these important 1950's character defining materials having either been removed or covered over. Trim around the cladding and windows is failing and there is evidence of water penetration. The original sleek proportions of the street level showcase windows have been lost through the installation of split concrete blocks at the bottom and wood panelling at the top of each one. Air conditioners have been punched into the windows. Plastic and aluminum box signs have been awkwardly attached to the building.

Structural Condition and Potential for Repair and Continued Use:

The Tip Top Tailors Building is a two-storey structure built with clay masonry walls (known as 'speed tile') spanned by open web steel joists supporting the second floor and roof. The plans indicate that provision was made for a third floor on the rear part of the building but this was never built.

The project architects have provided an evaluation of the building's structural condition and potential (see Attachment D, pages 5&6), which staff understands was prepared with input from a professional structural engineer, although no formal engineer's report was included with the application. The evaluation and analysis indicates that there are a number of structural and code-related factors that would stand in the way of viable re-use of the existing building, either at its present two storey height or with additional storeys added. This has led the applicant to conclude that complete demolition and replacement is the only viable course of action. Staff concurs with this analysis and conclusion.

Merits of Proposed Replacement Building:

The proposed new building would be a six-storey, predominantly glass curtain wall structure built to the maximum 22m (72ft) height allowed in the heritage district. The top two storeys would be stepped back 3m (10ft) as required by the LUB. The design rationale for the building is shown in Attachment D.

Demolition Policy 8(d) of the HCD Plan requires that Council must consider the merits of this new building in determining whether to allow demolition of the existing building. The frame of reference under which Council should consider this matter is the Downtown Halifax LUB Design Manual - the same document that the Design Review Committee uses for its evaluation.

The applicable sections of the Manual are:

i. Section 2.5 (General Criteria for Precinct 5: Barrington Street HCD);
ii. Section 4.1 (New Development in Heritage Contexts); and
iii. Section 4.2 (Guidelines for Infill).

Staff has evaluated the proposal against these guidelines and has included a table-format summary in Attachment F. The table indicates if the project complies with a particular guideline, guidelines that are highlighted for discussion due to interpretation and those that are not applicable.

Staff finds that the proposal meets the design guidelines; however, there are some areas that require discussion and judgement by the HAC, DRC and Council. These are discussed below:

Areas of Compliance:

The manner in which the proposed design meets the guidelines is explained in detail, point by point, in the applicant's design rationale (see pages 7-15 in Attachment D).

The new building would be a contemporary, predominantly glass curtain wall structure, with the major components of its front façade - the retail storefront, the glass streetwall, the brick-faced 'slot' adjoining the Khyber building, and the stepped back upper storeys - all defined within a heavy black aluminum frame. This differs from the material character and traditional compositional order of the adjacent Tramway and Khyber buildings and all of the other buildings in the streetscape between Sackville and Blowers Streets. However, the new building design makes reference to the architecture of the adjacent buildings through a combination of literal similarity (e.g., the brick 'slot' beside the brick-built Khyber) and a more abstracted similarity

(e.g., the subtle glazing subdivisions within the glass curtain wall which suggest traditional window proportions without traditional windows, and the solid line of the dark aluminum frame at the top of the façade which suggests a traditional cornice).

Abstract referencing of historic architecture is a modernist architectural technique in which the compatibility of the new and old is suggested by the reduction of composite form to abstract shape, and where similarities of abstract composition and alignments of horizontal features, etc., are used to relate new buildings with old buildings in the absence of a shared structural, compositional, or material similarity.[2] This referential approach to contemporary design in the heritage context is envisioned in the Downtown Halifax LUB Design Manual in phrases such as

> "*ensure that windows in new buildings respond to, or reference, traditional fenestration patterns*" (guideline 2.5i) ... "*achieve the objectives of the precinct through accurate architectural reproduction or through expressions of contemporary architecture*" (2.5k) ... and ..."*elements of new building design and façade articulation can respond to specific heritage elements with new interpretations or traditions*" (4.1).

The approach is also used as a way of addressing the indication that new work should be *"differentiated from, yet compatible with"* the old (preamble to section 4.1, new development heritage contexts, paragraph 7).

On this basis, Staff concurs with the applicant's design rationale and agrees that the proposed building meets the guidelines, as indicated in Attachment F.

Areas Requiring Discussion and Discretionary Consideration:

Before highlighting the areas where discussion by the Committee should occur, Staff wishes to outline the approach used to review the proposed building under the guidelines. The applicant's Design Rationale argues that the proposed building conforms to the design guidelines and is predicated on an interpretation of the provisions under which contrasting design elements are appropriate, therefore, supporting the applicant's contemporary design for the replacement building.

The Design Manual contains the flexibility to allow consideration of this approach in the Downtown Plan area. However, an alternative interpretation of the guidelines for infill development would suggest that, in the context of the Barrington Street Heritage Conservation District, a building incorporating design elements of neighbouring buildings may be called for.

It falls within the mandates of both the Heritage Advisory Committee and the Design Review Committee to consider how the guidelines should be interpreted and applied in this context with respect to this application.

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[2] See *Sense of Place: Design Guidelines for New Construction in Historic Districts*, Preservation Alliance for Greater Philadelphia, 2007, p.7

Guidelines respecting Visual Consistency with Prevailing Character

The design guidelines indicate that infill buildings in a heritage district should be consistent with the prevailing heritage character of the district. This is expressed in the preamble to section 4.2 (Guidelines for Infill) which states that "*these guidelines will ensure visual consistency as seen from the public realm*" and that "*where there is a contiguous environment, new development needs to reinforce and be consistent with the prevailing character of the heritage resources as a group.*" Similarly, section 2.5 (General Criteria for Precinct 5, Barrington Street HCD) indicates that new development should be supportive of and harmonious with the established historic character by respecting the traditional appearance and proportions of upper facades (2.5.h), the importance of traditional windows (2.5.i), and by using traditional materials (2.5.j).

The prevailing character of the Sackville-to-Blowers streetscape into which the proposed new building would be inserted is one of contiguous masonry buildings, designed in a variety of styles but unified by vertically proportioned facades with well-defined structural bays; punched (recessed) window openings arranged symmetrically and rhythmically in singles, pairs, or triplets within the structural bays; and with a strong similarity in terms of the ratio of solidity to transparency.

The proposed new building would have a façade comprised predominantly of glass curtain wall which, if the guidelines are to be interpreted literally, would not reinforce or be consistent with the prevailing character of this contiguous group of 19th and early 20th century buildings. It is also noted that the former Canada Permanent (now Starbucks) building located on the other side of Sackville Street on the corner of the next block is a 1950s curtain wall building.

Guidelines Respecting Traditional Materials and Relationships of Solidity to Transparency

Section 4.1 (New Development in Heritage Contexts) encourages contemporary design but emphasizes that the key to a "*good fit*" lies in new buildings being compatible with the character of the district or the immediate context (4.1.2), neighbourly and respectful, rather than idiosyncratic, while at the same time respecting current design philosophy (4.1.3), incorporating traditional materials (4.1.4) and window proportions (4.1.5), and carefully choosing a proportionate relationship of solidity to transparency that fits with that found in neighbouring heritage buildings (4.1.6), along with related detailing (4.1.7).

Section 4.2 (Guidelines for Infill) includes more specific guidelines which indicate that the streetwall of new buildings should maintain established window proportions (4.2.4) and utilize similar material to existing heritage resources (4.2.5), so as to be consistent with the neighbouring historic architectural context. Section 4.2.6 encourages infill buildings to maintain a streetwall consistent with the surroundings while permitting greater freedom of material choice and design expression in the upper level stepback area, above the consistent streetwall.

Summary

After considering the heritage value of the Former Tip Top Tailors building, the degraded condition of its character-defining elements, and the structural assessment which suggests that there is little potential for viable re-use of the building, either at its present two-storey height or

with additional storeys added, Staff has concluded that the demolition and replacement is warranted. Staff recommends that HAC recommend that Council approve the demolition.

Based upon its interpretation of the LUB Design Manual, Staff concluded that the proposed replacement building meets the applicable design guidelines and therefore recommend that the application move forward for consideration by the Heritage Advisory Committee, Council, and Design Review Committee.

BUDGET IMPLICATIONS

The HRM costs associated with processing this application can be accommodated within the approved operating budget for C-310.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was information sharing at a Public Information meeting conducted by the applicant, the placement of information kiosks at HRM Customer Service Centres, and dissemination of information through the applicant's website, as required under the Downtown Halifax Site Plan Approval process.

ALTERNATIVES

1. The Heritage Advisory Committee may recommend that Council approve the proposed demolition. This is the recommended course of action.

2. The Heritage Advisory Committee may recommend that Council approve the proposed development with conditions relating to the architecture of the proposed replacement building and, in doing so, should provide reasons based on applicable design guidelines.

3. The Heritage Advisory Committee may recommend that Council refuse the proposed demolition and, in doing so, should provide reasons based on conflict with applicable demolition policies.

ATTACHMENTS

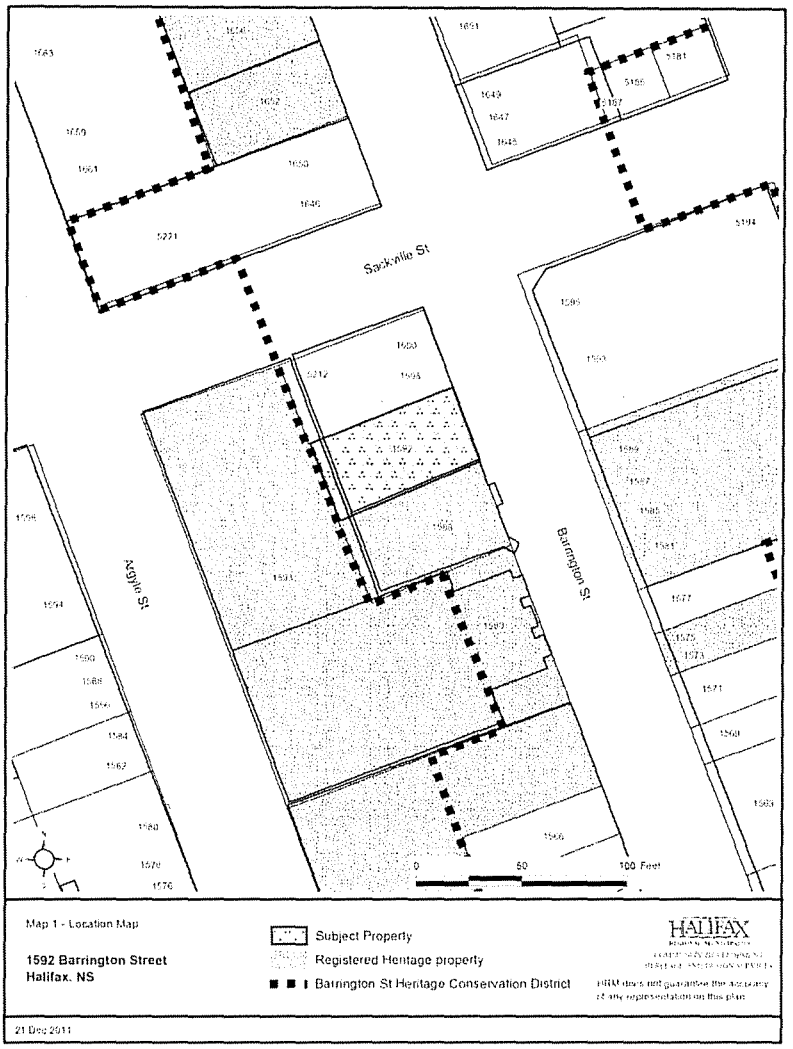
Map 1	Location Map
Attachment A	Tip Tailors Building: Origins, Alterations & Present Condition
Attachment B	Demolition Policies
Attachment C	Approval Process Timeline
Attachment D	Developer's Rationale for Demolition & Redevelopment
Attachment E	Proposed Replacement Building: Plans and Renderings.
Attachment F	Heritage Design Guidelines Compliance Chart

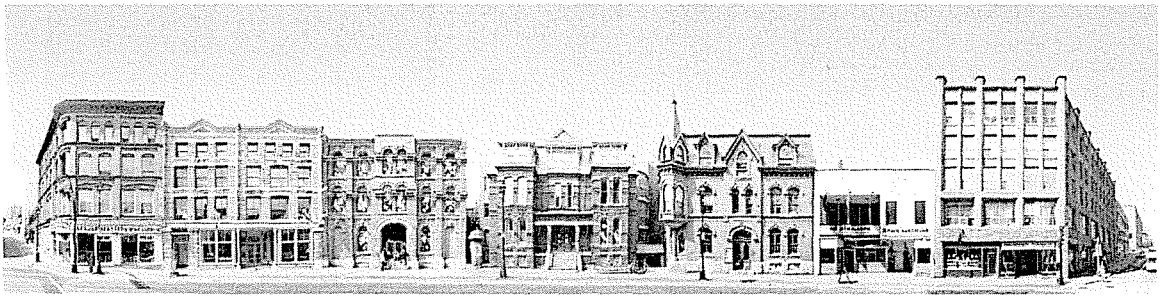
A copy of this report can be obtained online at http://www.halifax.ca/council/agendasc/cagenda.html then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Bill Plaskett, Heritage Planner, 490-4663

Report Approved by: Austin French, Manager of Planning Services, 490-6717

Map 1: Location Map

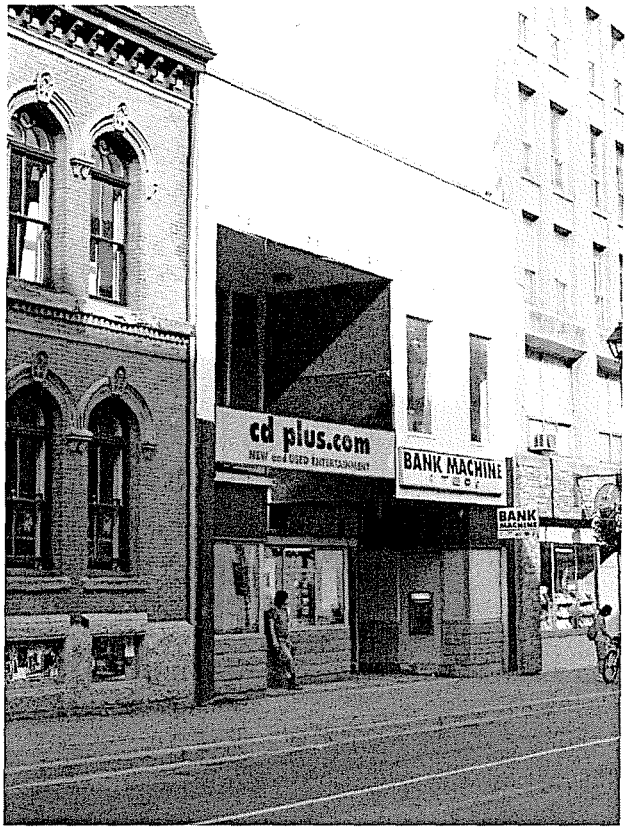




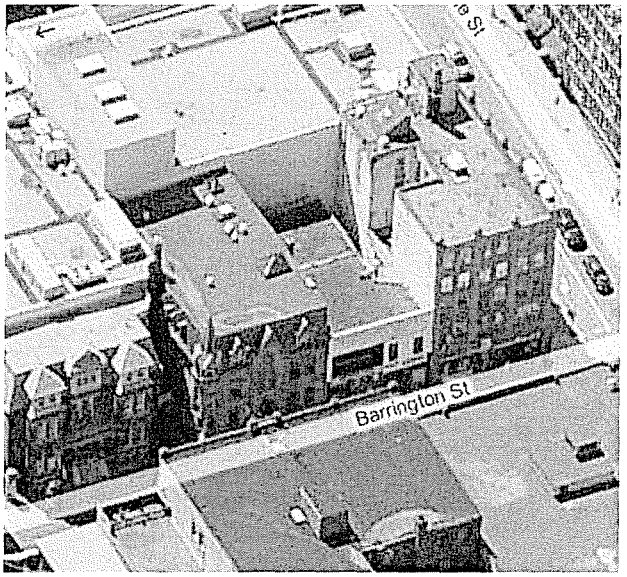
Farquhar Brander-Morris Former NFB Former City Club Khyber Tip Top Tramway

Attachment A

Tip Top Tailors Building



Former Tip Top Tailors building in 2009 with the Khyber building to the left and the Tramway building to the right.



Aerial view shows the Tip Top building between the Khyber building and the Tramway building with the Neptune Theatre behind.

History of Ownership 1927-Present

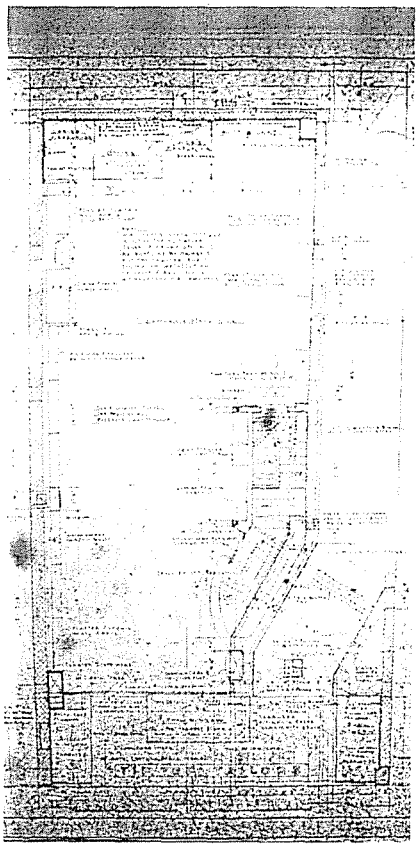
Year	Conveyance
1927	Sheriff of Halifax to Canadian Bank of Commerce
1935	Canadian Bank of Commerce to Dressners Limited
1940	Sheriff of Halifax to Canadian Bank of Commerce
1941	Canadian Bank of Commerce to Tip Top Tailors
1967	Tip Top Tailors to MEPC Canadian Properties
1971	MEPC Canadian Properties to Turf Development Company Limited.
1971	Turf Development Company Limited to MEPC Canadian Properties
1977	MEPC Canadian Properties to Pensionfund Properties Limited
1991	Sheriff of Halifax to Evangeline Savings
1996	Evangeline Savings to 3000405 N.S. Limited.
2010	3000405 NS. Limited to 2882 Gottingen Street Limited

Tip Top Tailors opened its first store in Halifax in 1921 in the Tramway building.

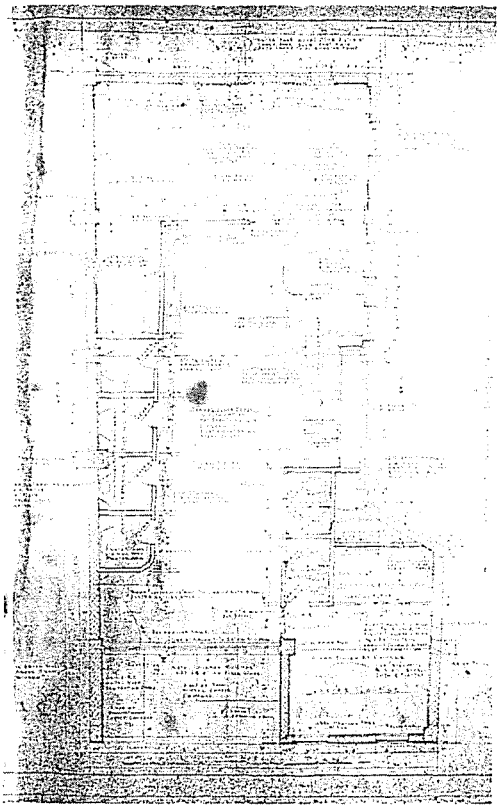
In 1941 Tip Top purchased and moved into the former Dressner's building next door, where it is shown in this photo taken in the late 1940s.

In 1951, the single storey building was demolished and a new two storey building designed by architect Allan Duffus was built on the same site.

Illustrations of the newly built Tip Top Tailors building, from a Halifax Chronicle Herald article, 1951.



Ground Floor Plan

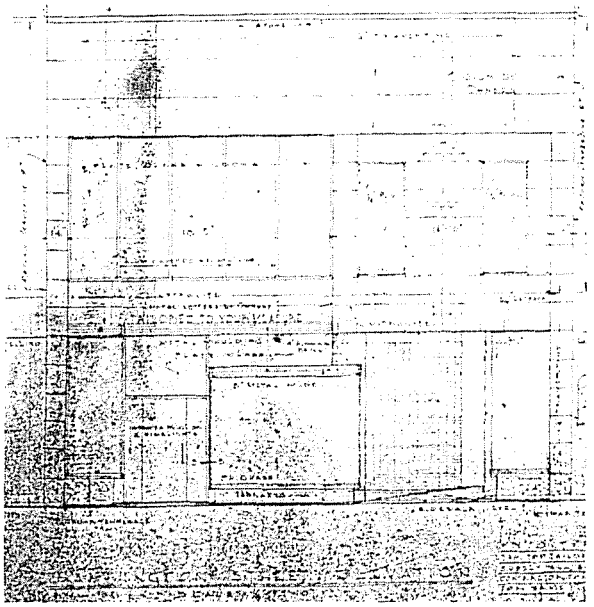


Second Floor Plan

The new building was constructed of speed tile (clay blocks) and brick between regularly spaced brick pillars, with open web steel joists supporting the second floor and roof.

An 8ft wide passage-way between the Tip Top building and the Tramway building was retained as an exit for the Neptune Theatre onto Barrington Street.

The ground Floor was an open showroom. The second floor had cutting and fitting rooms. The ladies fitting room was in the cube projecting over the Neptune right-of-way. The ground floor store-front had a recessed entry and three show windows.



The roof parapet and its returns down to grade were clad in Travertine (light coloured limestone panels).

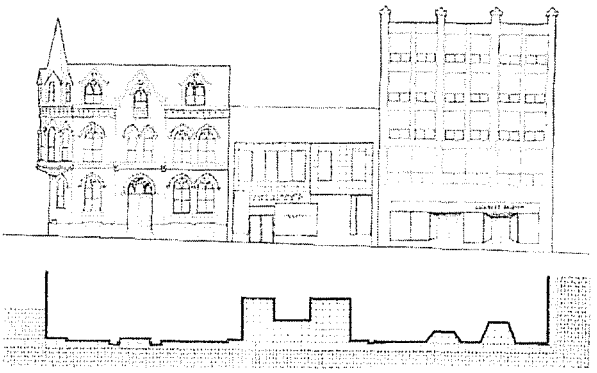
The front of the projecting cube over the Neptune right-of-way and the inside surfaces of the recessed storefront area were clad in dark Vitrolite (a pigmented glass tile popular on early 20th century Art Deco commercial buildings). The second floor windows above the shop entrance were plate glass framed in wooden mullions.

The revolving Tip Top Tailors sign was hung from the centre of the projecting cube.

The show windows on the sides extended out to the street, while the centre show window was recessed back, between the store entrance and the Neptune passageway. The front wall above the centre show window and the wall alongside the Neptune passageway were finished in Roman (long narrow) bricks.

Front Elevation

In 1967 Tip Top sold the building to MEPC Canadian Properties (a national real estate and development company) at about the same time that they opened a new store at the then newly built Halifax Shopping Centre. However, they remained in the building as tenants until about 1980.



A sketch from a study conducted by Lydon Lynch Architects for the City of Halifax and Downtown Halifax Business Association in 1981 indicates that by then the building was occupied by Thrifty's Clothing Store but Tip Top's original storefront, including the show windows and Vitrolite cladding remained intact.

A photo taken for the Downtown Halifax Business Commission in 2000 indicates that the original Vitrolite cladding was still intact inside the second floor recess but had been replaced or covered by metal siding on the front of the projecting cube. The passageway to Neptune Theatre had been closed off as it was no longer needed after the new theatre was built in 1996. The show window boxes had also been altered, with the original floor-to-ceiling plate glass replaced with smaller windows, the original low base panels replaced by taller, split concrete block base panels, and white wooden panels placed over the tops of the windows.

Current condition, January 2012

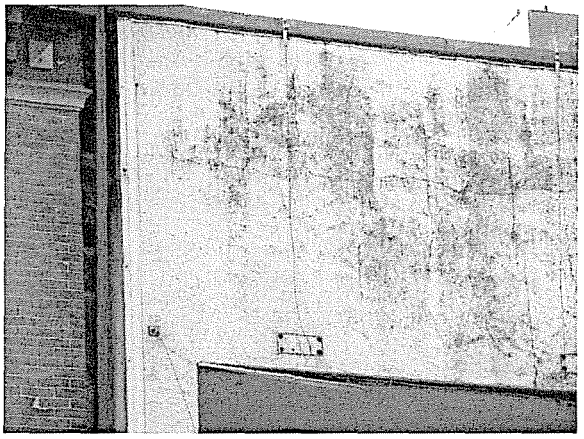
Parging on the upper parapet is cracked and failing. Returns are painted black halfway up.

The show window on right hand side is boarded up for a bank machine enclosure.

The boarded up entry to the old Neptune right-of-way is painted in graffiti artwork.

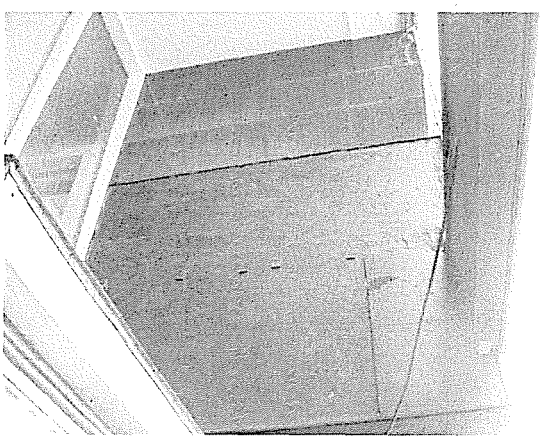
Air conditioners are inserted in the windows.

Signs do not complement the original design. The CD Plus sign spans the 2nd storey recess and does not align with the bank machine sign.



Cracked parging and broken trim on the parapet
Exposed holes from old signs allow water penetration.

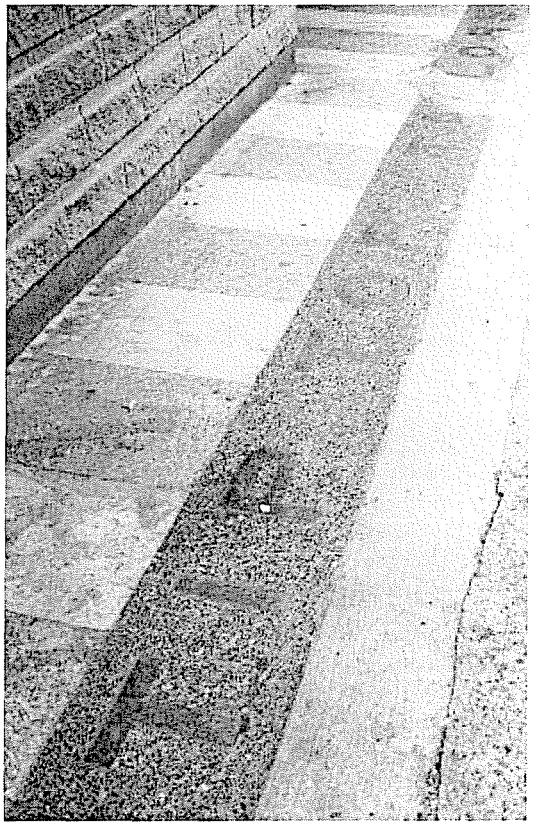
Broken trim on second floor window.
Mismatched corner trim over parging.



Some original Vitrolite remains in the recessed entry; some is missing; some is painted over.

Remaining Original Details

Roman brick wall above centre display window, painted over in black.



Tip Top Tailors name in bronze-cast letters inlayed in terrazzo adjacent to sidewalk.

Tip Top Tailors Building Description from Barrington Street HCD Plan, Appendix A

NOTE: This description was written into the Barrington Street HCD Plan based on file material and research notes prepared by the former City of Halifax in the 1970s/1980s. However, in the course of writing this report it became clear that the description contains errors of fact, most significantly that the building was not a renovation of an earlier building by an unknown architect but was purpose-built built for Tip Top Tailors as a new building in 1951, and was designed by the architectural firm of Duffus and Romans. Original plans for the building are on file on microfilm at the HRM Archives.

14 Former Tip Top Tailors

1592 Barrington Street
Built: 1915
Style: Renovated Cubist
Architect: Unknown
Owner: 3000405 Nova Scotia Ltd.
Designation: None

In 1915, a fire destroyed the buildings between the Church of England Institute (Khyber) and the corner of Barrington and Blowers[1] Streets. Along with the adjacent Tramway building, this building was constructed in the following year.

Research notes in HRM heritage files suggest that, initially, the building may have been used as a rear entrance for Reardon's store, which fronted on Argyle Street. By 1935, it was occupied by Dressner's Ladies Wear. Then, in 1942, Tip Top Tailors moved in.

Tip Top Tailors was a Canada-wide household name in mass produced men's clothing from the 1920s to the early 1980s. The company started in Halifax in 1921, locating at first in the storefront of the adjacent Tramway building. In 1942 they moved into this building, presumably after it was renovated (see below) and remained here until 1980. There have been a number of other commercial tenants since then, but the name "Tip Top Tailors" is still set in the sidewalk in front of the building in coloured ceramic tile.

Architecturally, the building gives no exterior clue about its 1915 appearance, and is assumed to have been extensively renovated in 1940/1941 prior to its occupancy by Tip Top Tailors. HRM research notes refer to it as the only example of "cubist massing" in the city and as an "excellent example of a small scale attached commercial building in international style." The building is certainly like no other on the street, and may, at least, be said to have heritage value as one of the earliest examples of Post War Modernist renovation on Barrington. At the same time, however, the building is out of character with its neighbours.

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[1] This should be Sackville Street not Blowers Street

ATTACHMENT B
Excerpt from the Barrington Street Heritage Conservation District Plan

4.4 DEMOLITION

Prior to the establishment of the Barrington Street Heritage Conservation District, the 26 registered municipal heritage properties in the District were protected from demolition for up to one year, through the provisions of Section 18 of the *Heritage Property Act*. The District also contains four provincially registered heritage properties (St. Paul's Church, St. Mary's Basilica, the Old Burying Ground and Government House). Section 11 of the *Heritage Property Act* defines the required process for Governor in Council to consider an application to demolish a provincially registered heritage property.

In establishing the District, it is the intention of HRM to strengthen the protection of registered municipal heritage properties and to extend some protection from demolition to all other properties in the District. The purpose of demolition control is to ensure that significant changes to the character of the District cannot occur without consideration of their impact on the heritage value and character of the District (see also Section 8, policy 20).

Policy 6 **Preference for Retention of Heritage Buildings**
HRM shall make every effort to seek the retention, preservation, rehabilitation, and restoration of buildings, streetscapes, features, spaces and areas with heritage value in the Barrington Street Heritage Conservation District consonant with the municipality's general policy stance on heritage conservation detailed in the Municipal Planning Strategy, particularly City-Wide (Section II) Policy 6.1.

Policy 7 **Demolition Rationale and Concept Plan for Replacement Building Required**
No application for a Certificate of Appropriateness for demolition or removal of a building in the Barrington Street Heritage Conservation District shall be considered complete unless it includes:

(a) an explanation of the reasons for the proposed demolition or removal and the alternatives to demolition or removal that may be available.

(b) a concept plan for a replacement building.

Policy 8 **Public Hearing Required - Criteria for Review of Application**
Where application is made for a Certificate of Appropriateness for demolition or removal of any building in the Barrington Street Heritage Conservation District, the application shall be considered at a public hearing. In determining whether to grant or refuse permission, Council shall consider:

(a) the heritage value of the building as articulated in section 3 and Appendix 1 of this Plan.

(b) the structural condition of the building.

(c) the potential for repair and continued use of the building.

(d) the merits of the proposal for a replacement building.

(e) the written advice of Heritage Staff and the Heritage Advisory Committee.

Policy 9 **Demolition of Registered Municipal Heritage Properties**

Where Council approves an application for a Certificate of Appropriateness for demolition or removal of a registered municipal heritage building, the certificate shall not be issued until the applicable provisions of the *Heritage Property Act* respecting appeal are met.

Policy 10 **Demolition of Non-Registered Properties**

(a) Where Council approves an application for a Certificate of Appropriateness for demolition or removal of a non-registered building, the certificate shall not be issued until the applicable provisions of the *Heritage Property Act* respecting appeal are met.

(b) Where Council denies an application for a Certificate of Appropriateness for demolition or removal of a non-registered building, a demolition permit (under the *Building Code Act*) shall not be granted until one year has elapsed from the date of the application.

(c) During the one-year period mentioned in (b) above, HRM may negotiate with the owner to find ways and means to retain and rehabilitate the building, which may involve financial or other incentives from HRM, other levels of government, and other organizations with an interest in heritage preservation.

Policy 11 **Conditions on Certificate of Appropriateness for Demolition or Removal**
A Certificate of Appropriateness granted for the demolition or removal of any building in the Barrington Street Heritage Conservation District may include conditions respecting:

(a) the photographic or other documentation of the building prior to its demolition or removal, at the expense of the applicant, for deposit in the HRM Registry of Heritage Property;

(b) suitable restoration of the site following demolition or removal of the building;

(c) the architectural character of any replacement building;

(d) any other matter pursuant to section 14 of the provincial *Heritage Conservation Districts Regulations 138/92*.

ATTACHMENT C

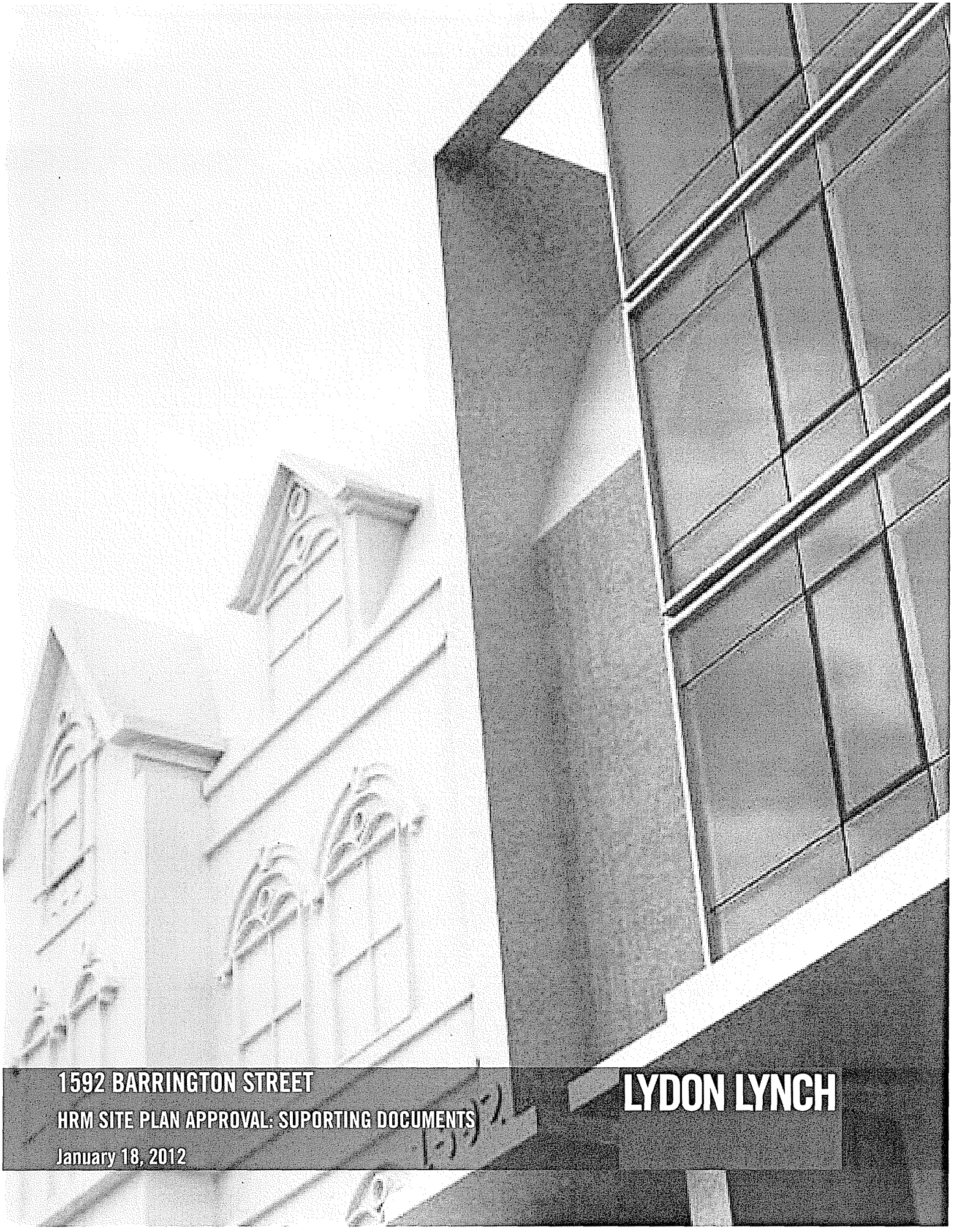
APPROVAL PROCESSES FOR DEMOLITION OF EXISTING BUILDING & SITE PLAN APPROVAL FOR REPLACEMENT BUILDING

Tentative Time Line	**Heritage Advisory Committee/Council (Demolition of Existing Building)**	**Design Review Committee/Council (Site Plan Approval for New Building)**
Feb 22, 2012 Scheduled meeting	HAC considers demolition application and makes recommendation to Council, which may include recommendations regarding design of replacement building	HAC recommendation copied to DRC
March 8, 2012 Scheduled meeting		DRC approves, approves with conditions, or refuses Site Plan Approval for new building. 14 day appeal period (to Council) begins following publication of notice of decision.
March 13, 2012	Council receives HAC recommendation and sets date for Public Hearing on demolition.	
Mar 31, 2012		End of appeal period for DRC decision
April 10 2012	Council holds Public Hearing on demolition. - Council considers public input. - Considers HAC recommendations regarding demolition and design of replacement building. - Council considers DRC decision and any appeal that may have been made. Council approves, approves with conditions, or denies the demolition application. 21 day appeal period (to UARB) begins following publication of notice of decision.	Council considers any appeals against the DRC decision and either upholds, overturns, or modifies it.
May 5, 2012	End of appeal period. - If Council approves demolition and no appeals are lodged, a Certificate of Appropriateness for the demolition will be issued, followed by a Demolition Permit. - If Council denies demolition, a Demolition Permit must be issued one year after the initial application date unless some other outcome is negotiated.	If the DRC (or Council after appeal) approves the Site Plan, a Development Permit for the new building should not be issued until a Demolition Permit for the existing building has been issued.

ATTACHMENT D

DESIGN RATIONALE FOR DEMOLITION & REDEVELOPMENT

(Following pages)



1592 BARRINGTON STREET

HRM SITE PLAN APPROVAL: SUPORTING DOCUMENTS

January 18, 2012

LYDON LYNCH

TABLE OF CONTENTS

INTRODUCTION

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

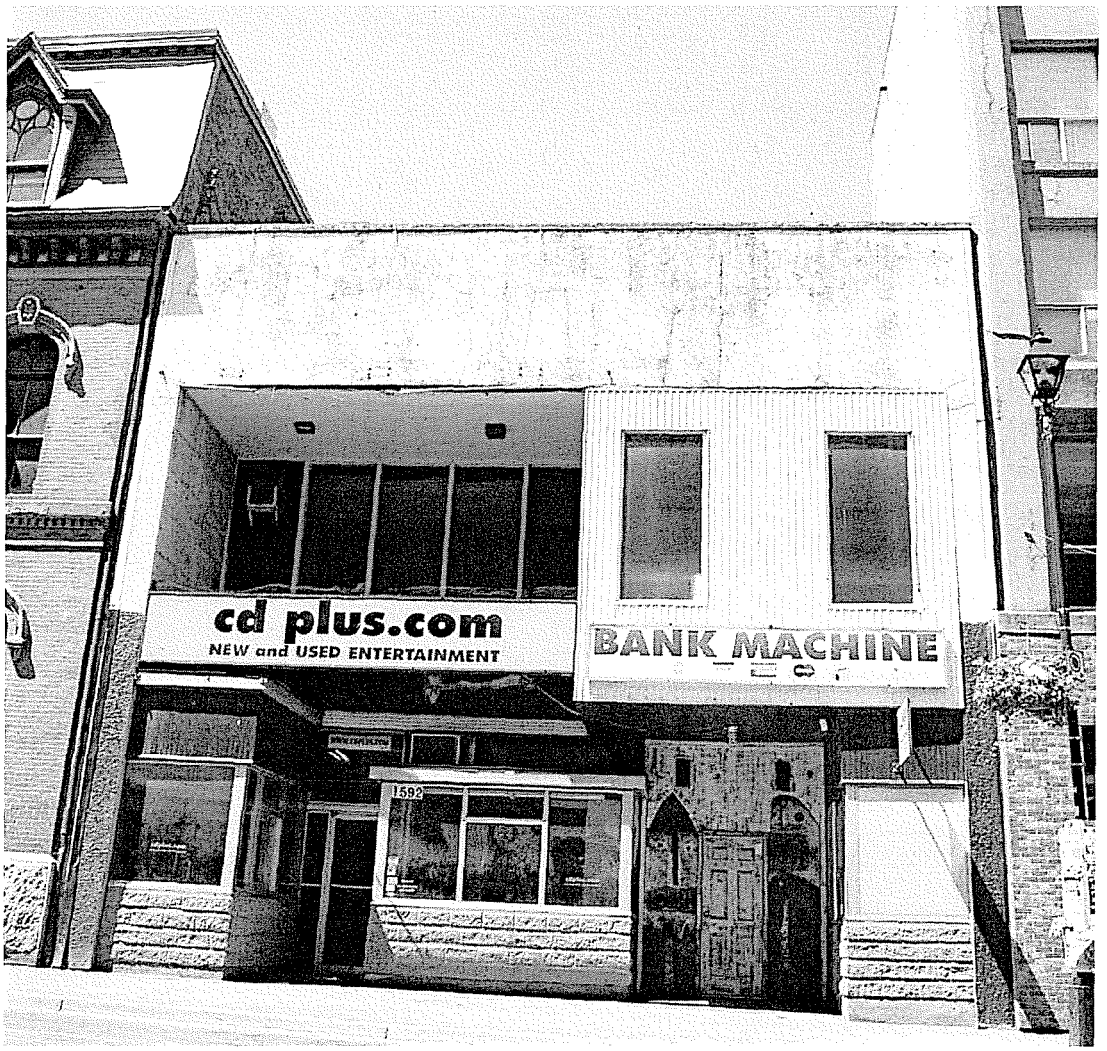
- Provide important urban renewal to the downtown core, in particular to Barrington Street which has witnessed significant decline over recent years
- Add new retail and commercial space which will create a more vibrant and active downtown
- Design within the new HRMbyDesign by-laws and design guidelines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

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

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

DEMOLITION PROPOSAL

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



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

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

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

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

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

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

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

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

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

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

DESIGN DESCRIPTION

INTRODUCTION

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

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

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

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

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

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

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

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

DESIGN PROCESS

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

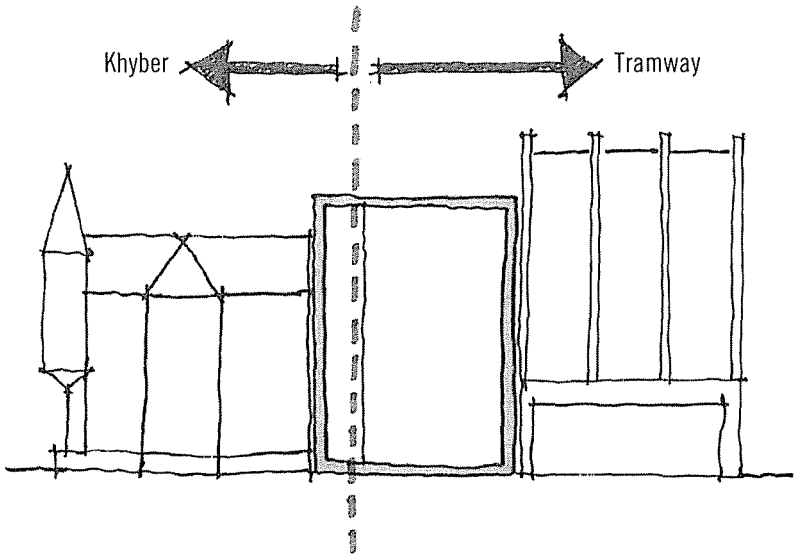


Diagram 1

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

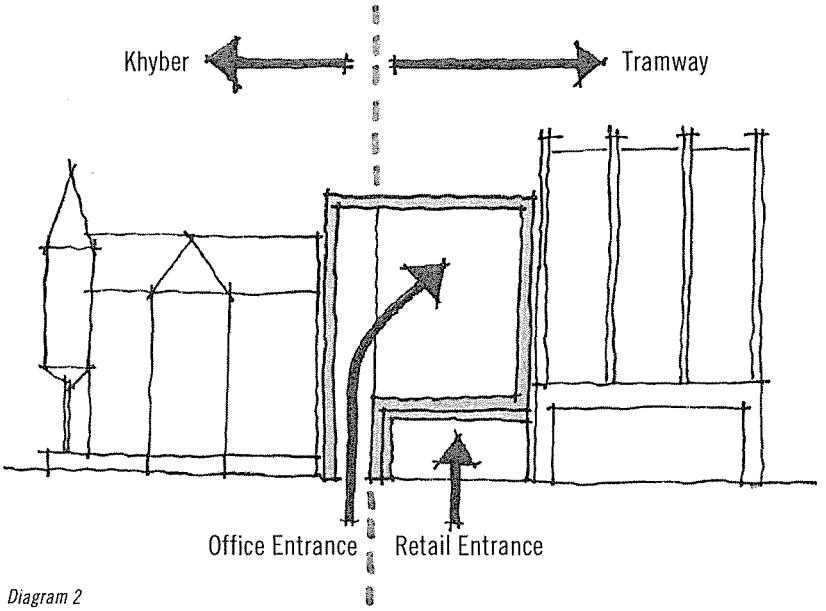


Diagram 2

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

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

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

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

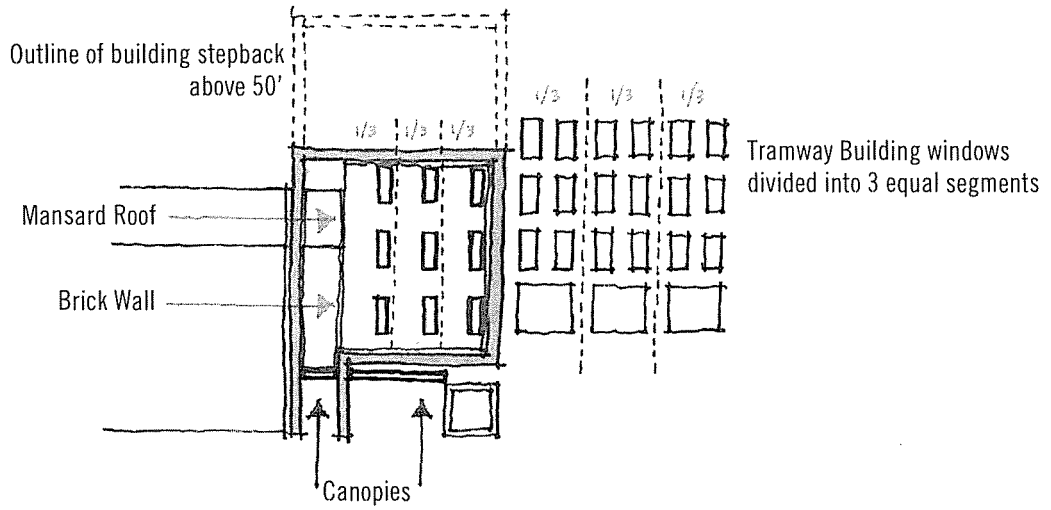


Diagram 3

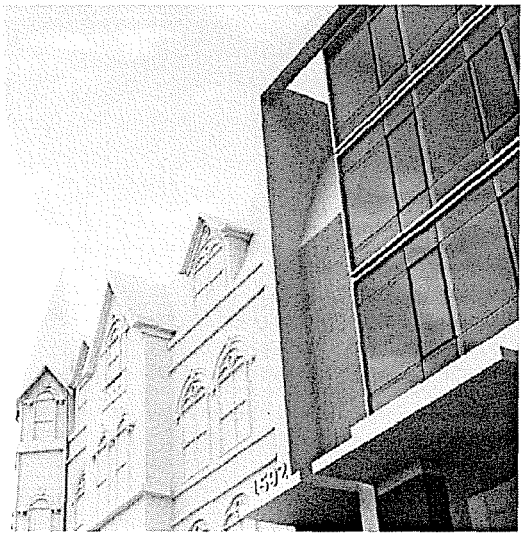
The floor plans are organized to provide a simple layout which maximizes tenant space and access to views and daylight towards the frontage along Barrington Street. The ground floor is designed to maximize retail store frontage along Barrington Street while providing a more discrete entrance for the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

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

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

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

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



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

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

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

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

DOWNTOWN HALIFAX LAND USE BY-LAW: RELEVANT CRITERIA

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

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

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

  Accordingly, the requirements are calculated as follows:

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

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

PROPOSED VARIANCES

VARIANCE #1

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

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

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

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

VARIANCE #2

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

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

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

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

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

VARIANCE #3

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

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

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

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

VIEW PLANE ANALYSIS

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

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

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

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

Phone (902) 455 1537 E-mail jmcintosh@sdmm.ca
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KEVIN A. ROBB
N S L S

January 5, 2012 File No. 1-1-151 (28915)

Eugene Pieczonka
Lydon Lynch Architects Ltd.

Email: eugene@lydonlynch.ca

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

Dear Eugene,

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

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

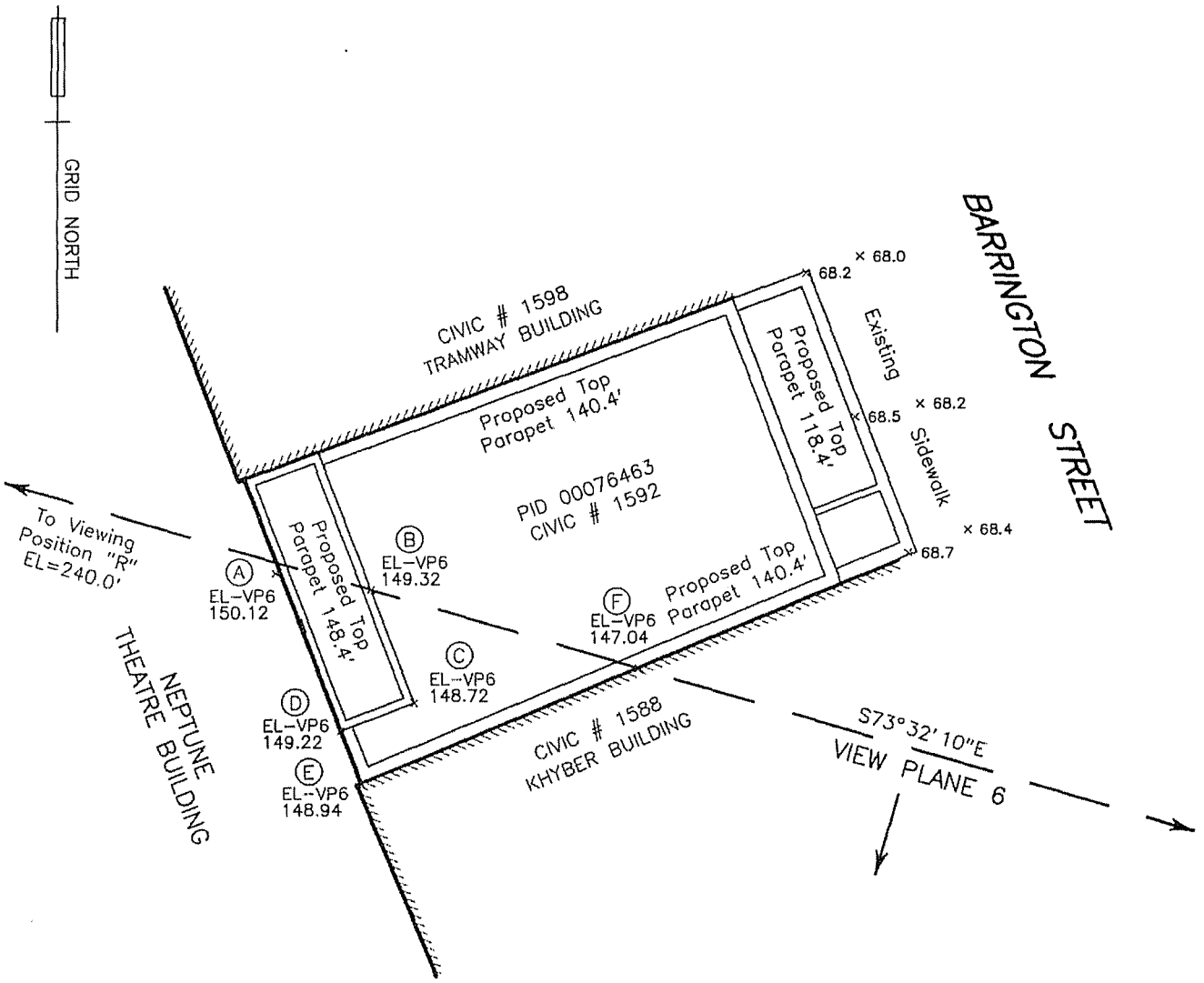
At points E and F, the top of the proposed building parapet is at a geodetic elevation of 140.4' and the elevation of View Plane 6 at those positions is 148.9' and 147.0' respectively. As a result, the proposed parapet will be 8.5' and 6.6' below View Plane 6 at those positions.

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

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

Yours truly,

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



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

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

SKETCH SHOWING

VIEW PLANE ELEVATIONS

OVER PROPOSED BUILDING AT

1592 BARRINGTON STREET

HALIFAX, NOVA SCOTIA

SDMM

Servant, Dunbrack, McKenzie & MacDonald Ltd.

NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS

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BAYERS LAKE BUSINESS PARK
HALIFAX, NS B3S 1C6

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

WIND IMPACT ASSESSMENT

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

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

LYDON LYNCH

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

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

July 26, 2011

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

Dear Mr. Harvey,

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

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

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

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

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

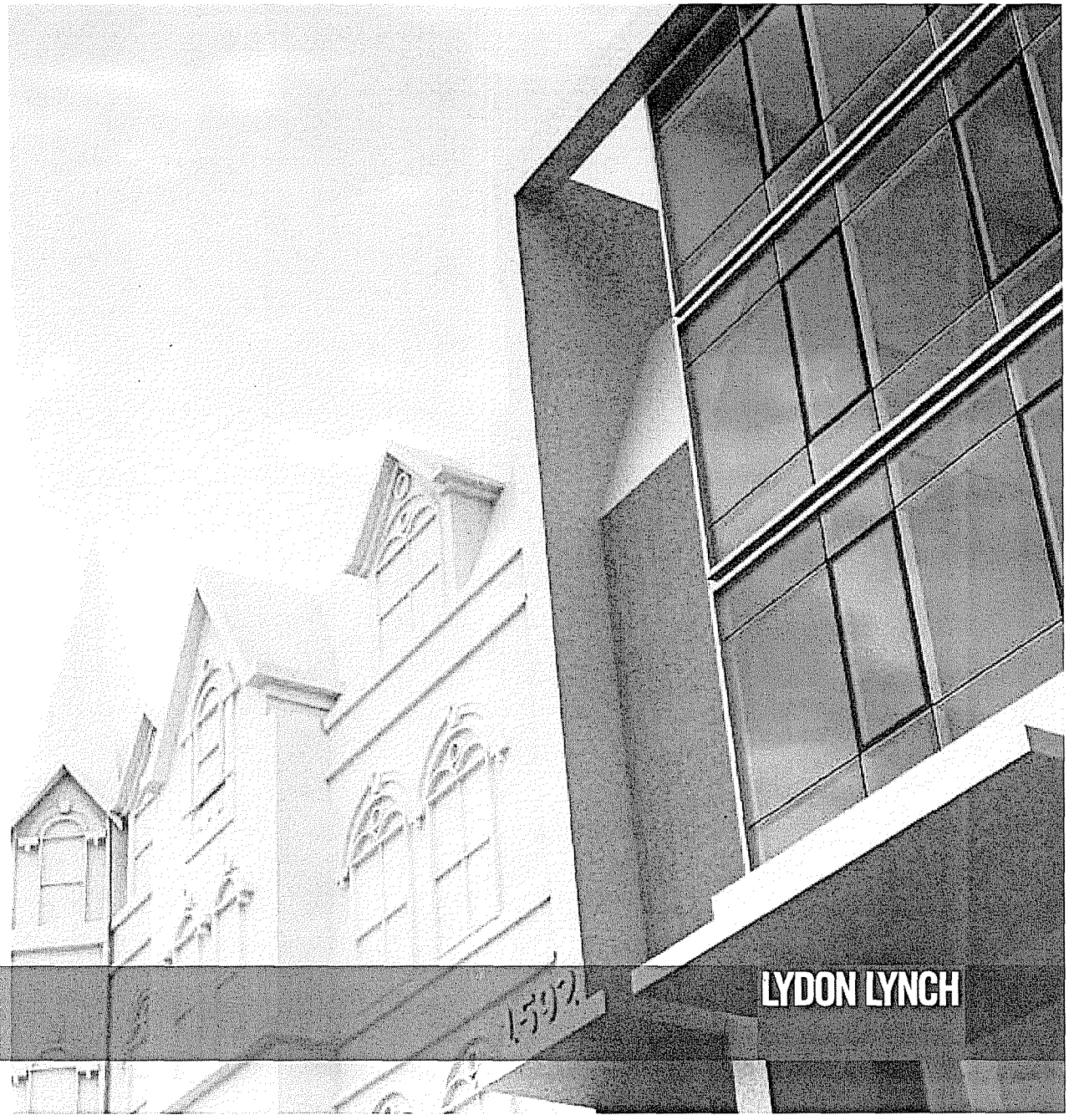
Yours very truly,

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

ATTACHMENT E

PROPOSED REPLACEMENT BUILDING: PLANS & RENDERINGS

(Following pages)



1592 BARRINGTON STREET

HRM SITE PLAN APPROVAL: DRAWINGS

January 18, 2012

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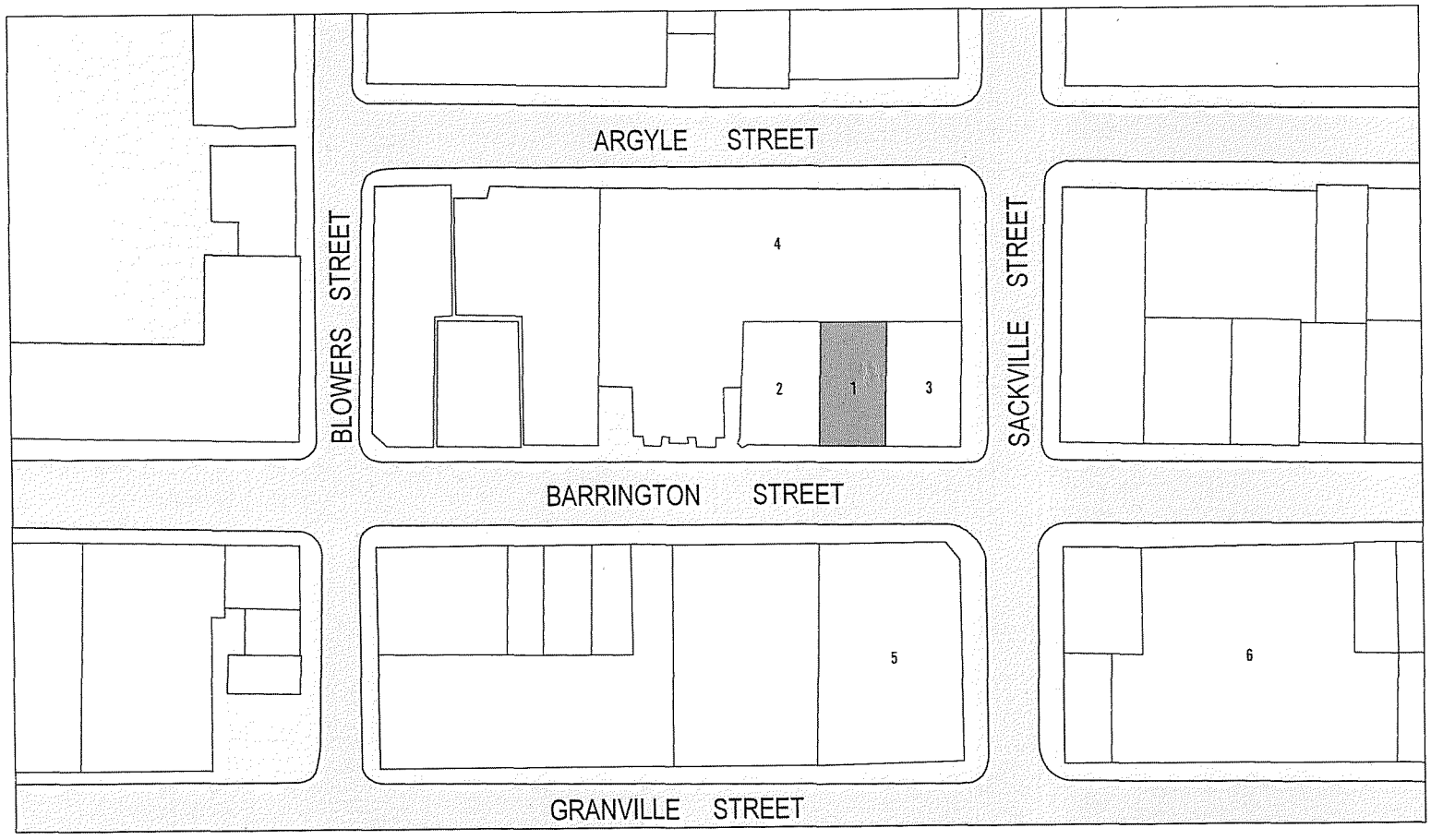

1 PROPOSED DEVELOPMENT SITE
2 KHYBER BUILDING
3 TRAMWAY BULDING
4 NEPTUNE THEATRE
5 DISCOVERY CENTRE
6 ROY BUILDING

LICENSED ARCHITECT

CONTEXT PLAN

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

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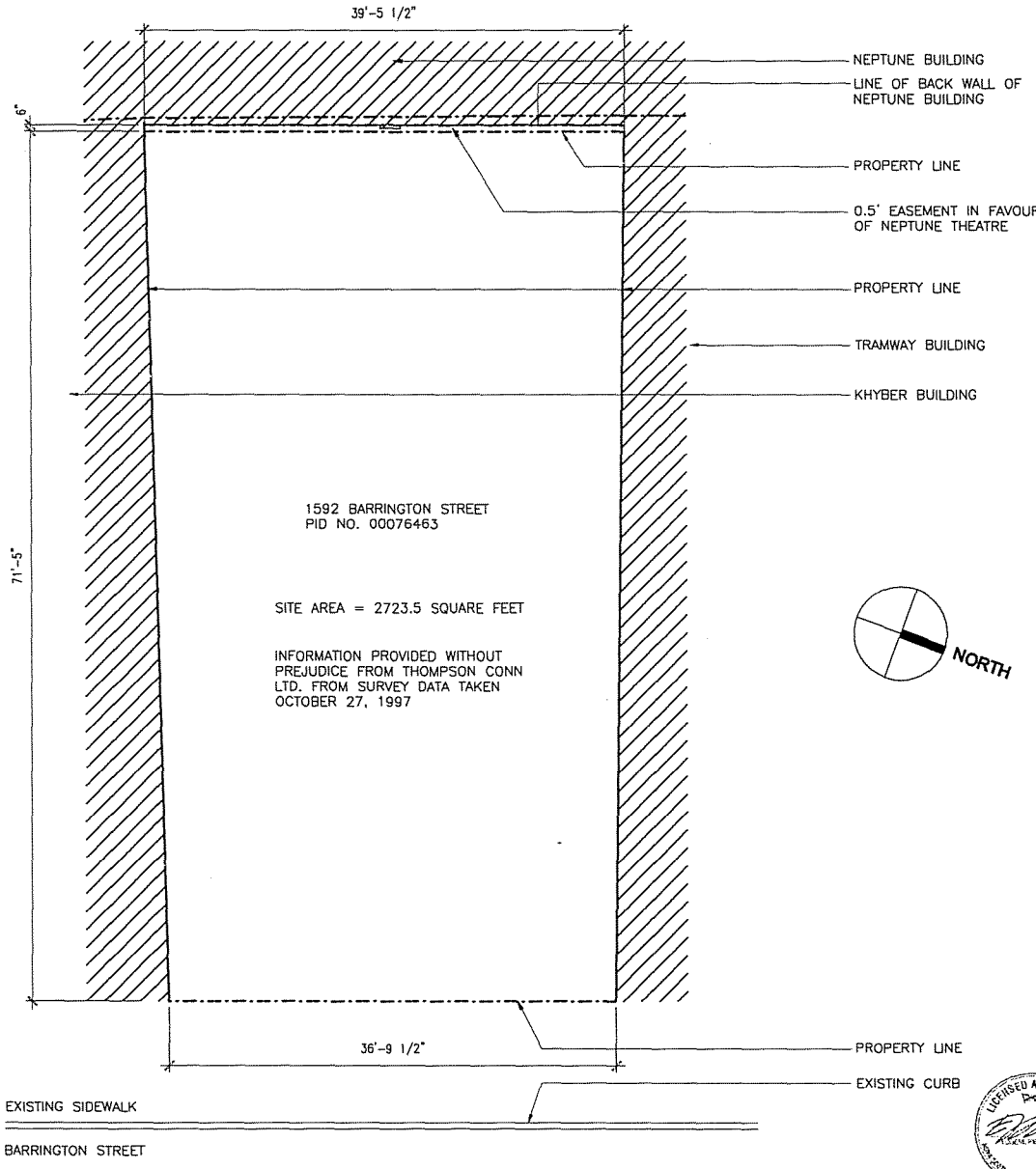

3/32" = 1'-0"

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SITE PLAN / SURVEY

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

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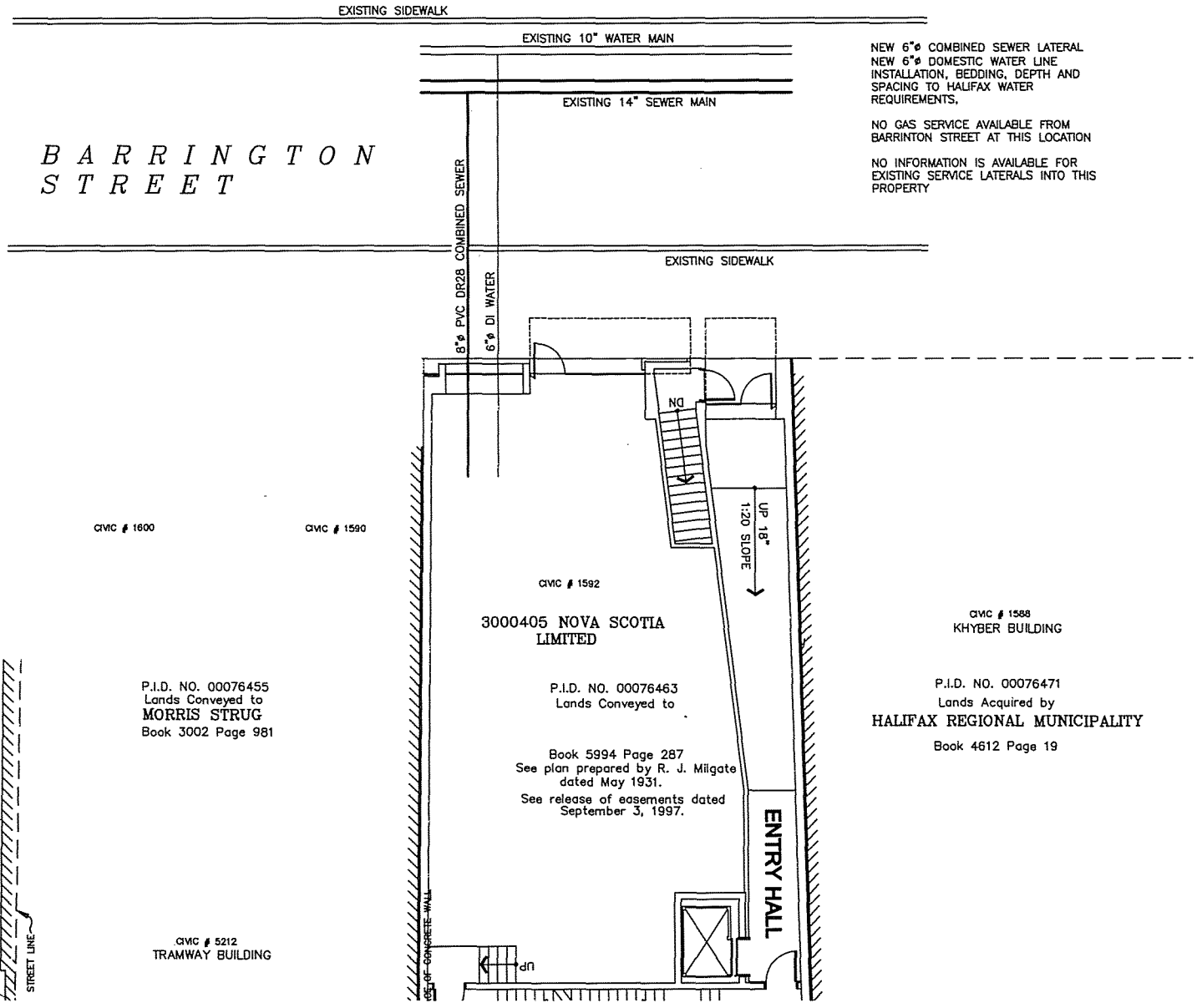

No.	Revision	Date d/m/y
1	REISSUED FOR REVIEW	2011.08.05
0	ISSUED FOR REVIEW	2011.08.04

MCW Thompson
186 ARTHUR STREET, P.O. BOX 1083
TRURO, NS B2N 5G9
Bus: (902) 893-8455 Fax: (902) 893-3670
WWW.MCW.COM ENG. JOB NO. XX-XX-XXX

Client:
Lydon Lynch Architects Ltd.

Project:
1592 Barrington Street
Halifax, NS

Drawing:
Site Services

Drawn: lg	JOB No.: MCW
Design: lg	Rev. No.: 0
Date: July 2011	DWG No. 101
Scale: 1" = 10'-0"	

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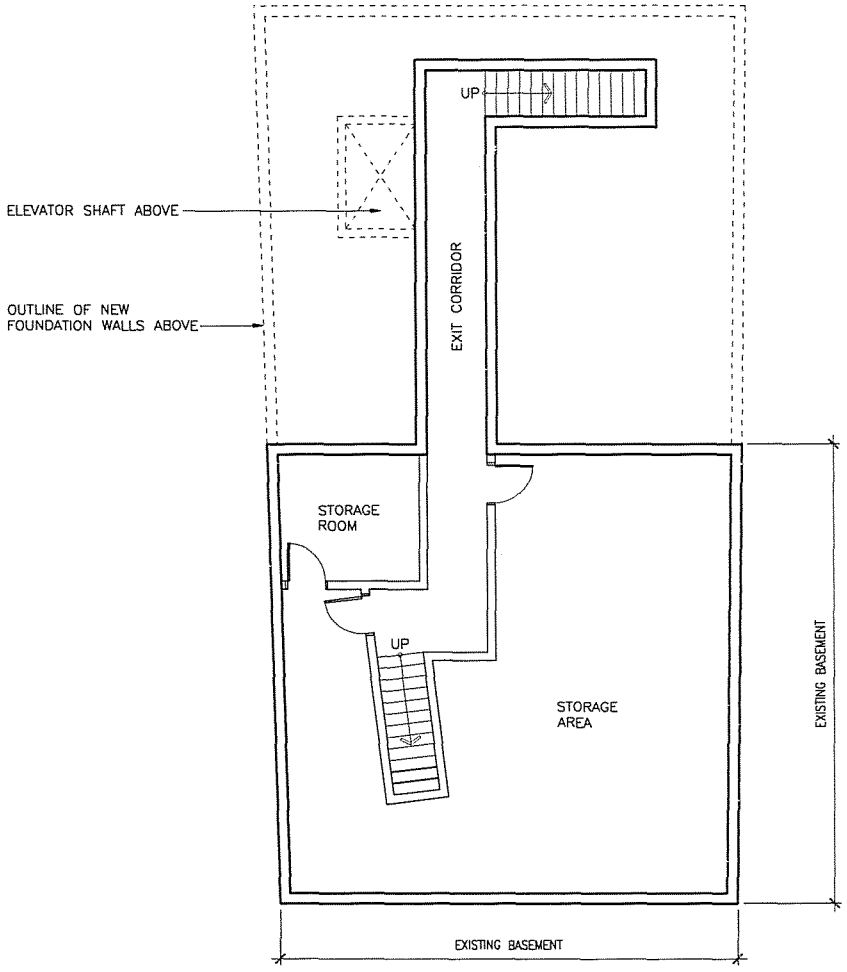

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BASEMENT PLAN

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

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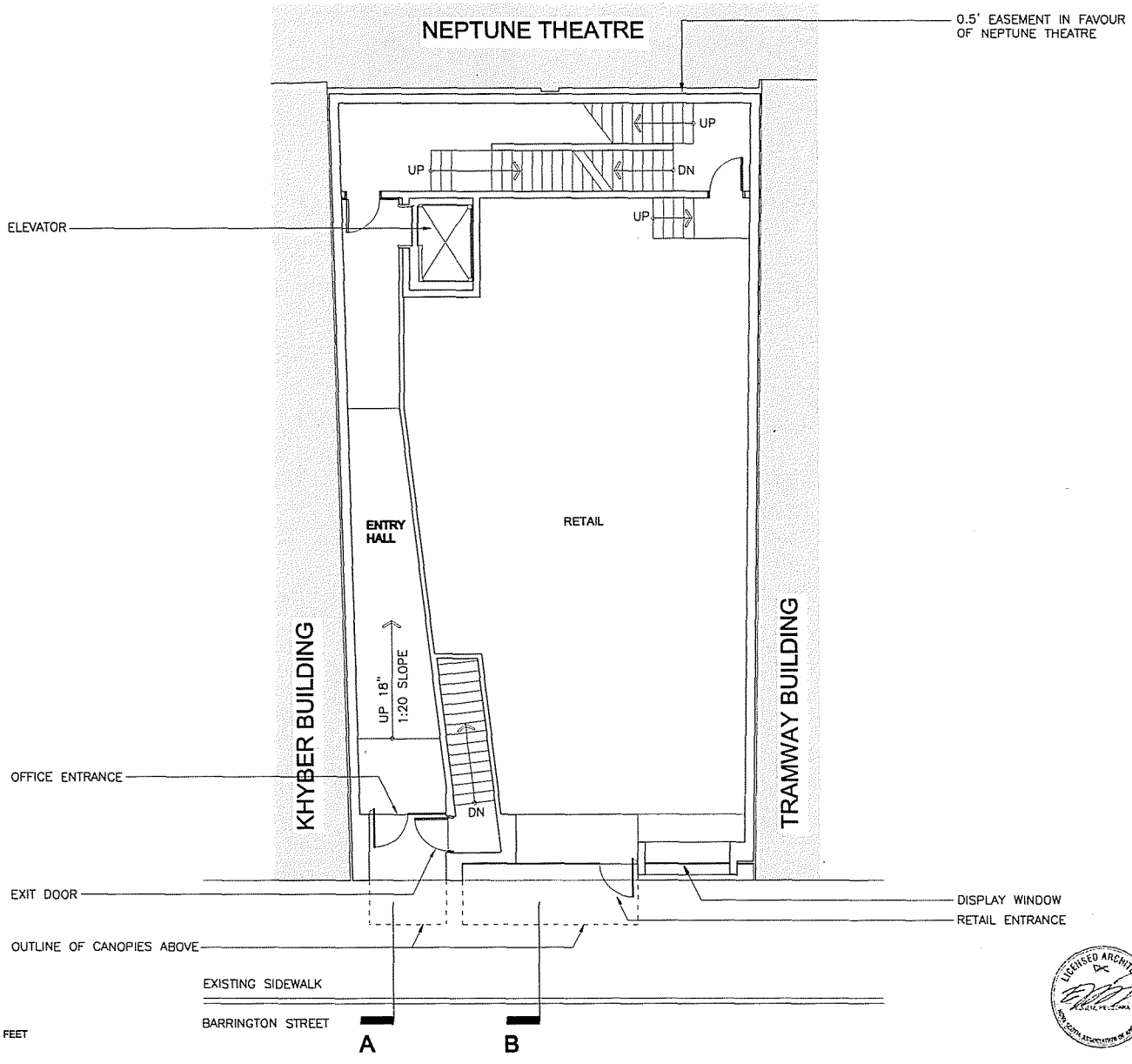

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LICENSED ARCHITECT

GROUND FLOOR PLAN

1592 BARRINGTON STREET

HRM SITE PLAN APPROVAL

January 18, 2012

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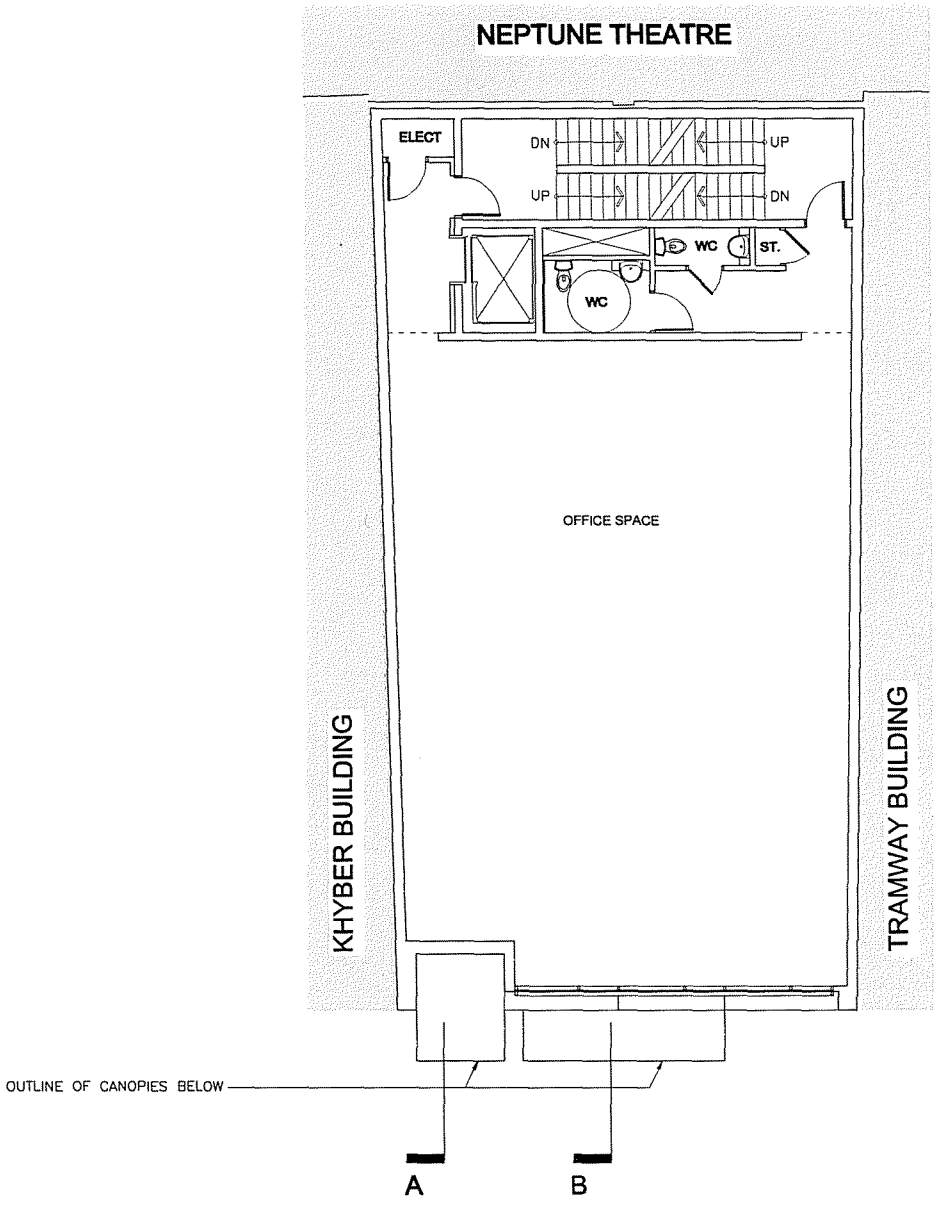

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2ND / 3RD / 4TH FLOOR PLAN

1592 BARRINGTON STREET

HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

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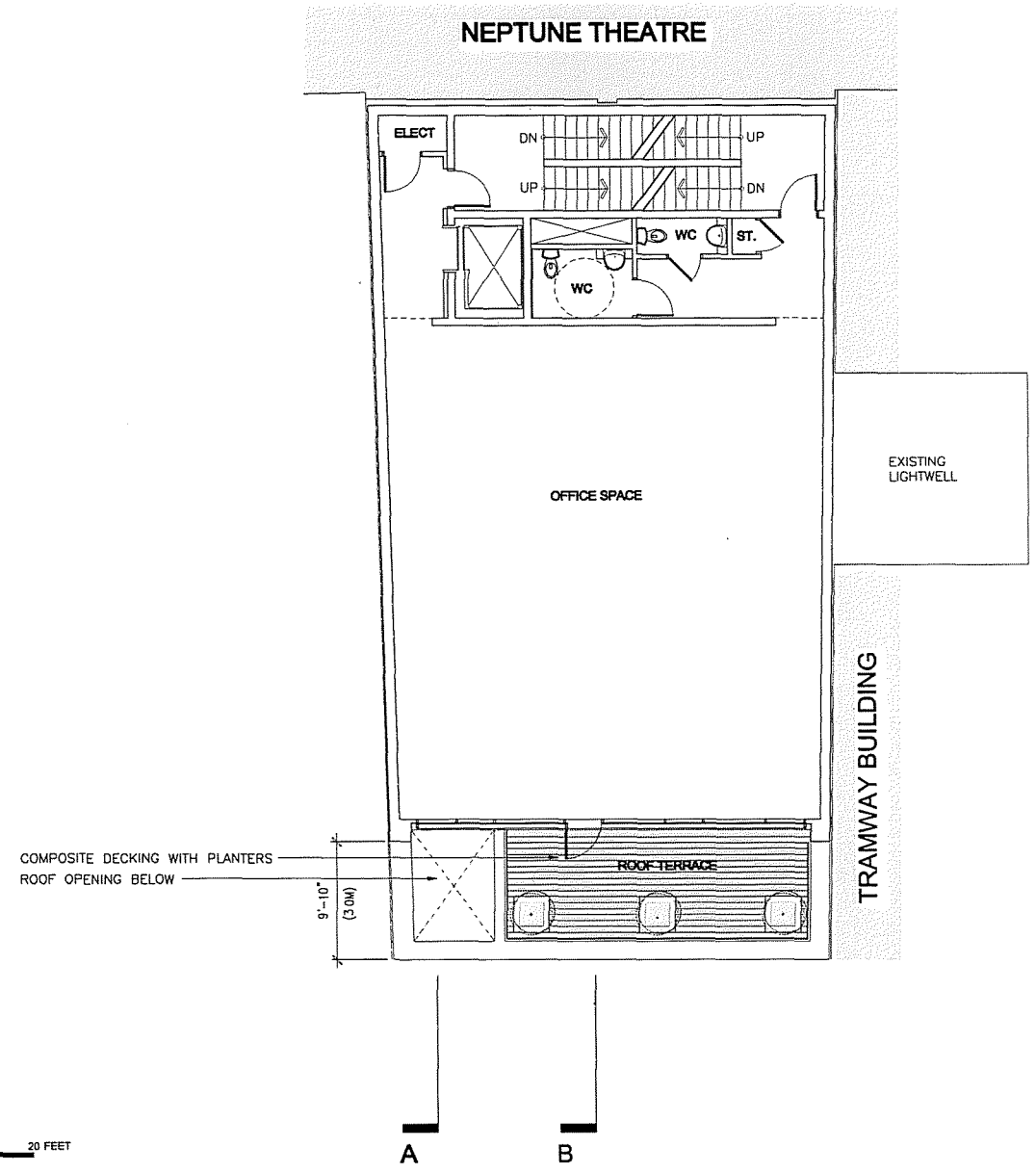

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5TH FLOOR PLAN

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

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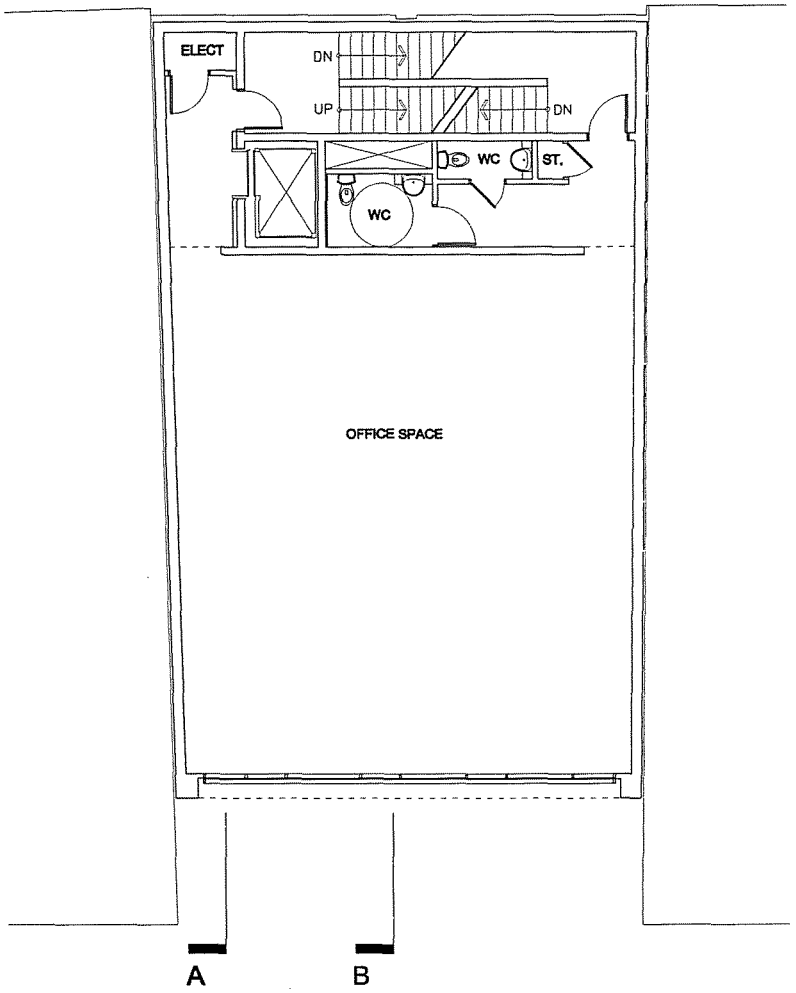

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6TH FLOOR PLAN

1592 BARRINGTON STREET

HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

NOVA SCOTIA ASSOCIATION OF ARCHITECTS

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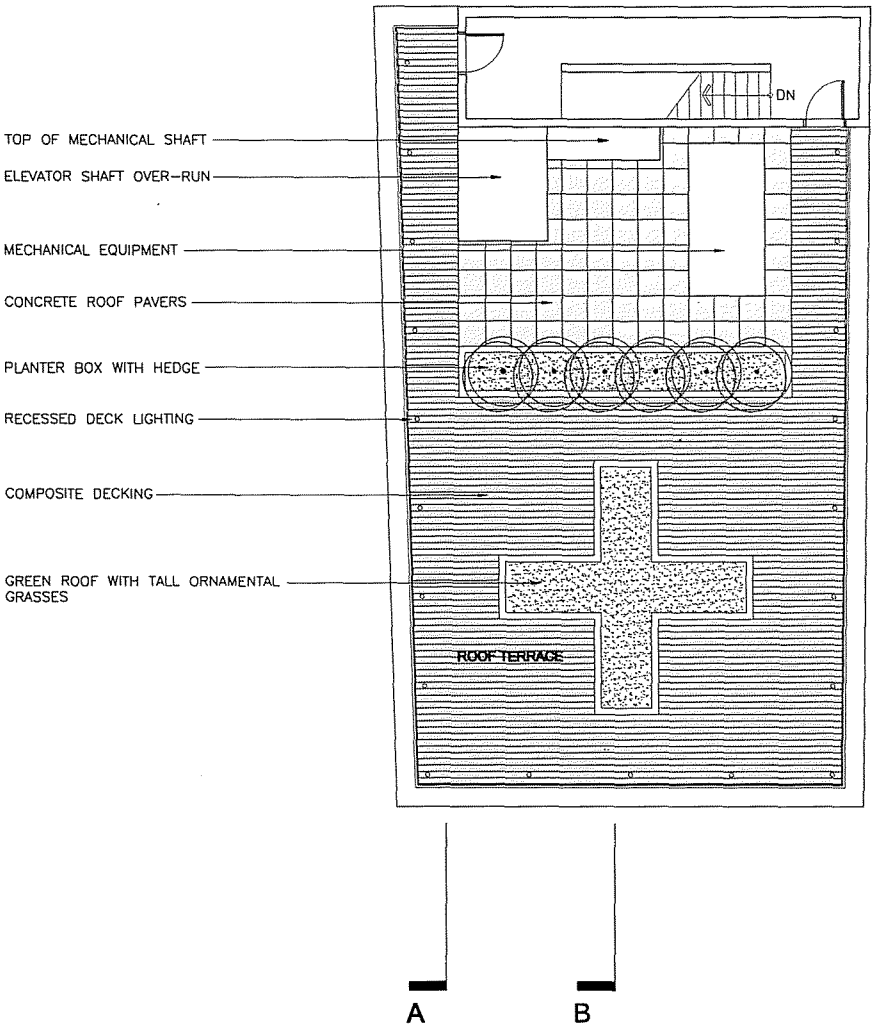

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ROOF PLAN

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

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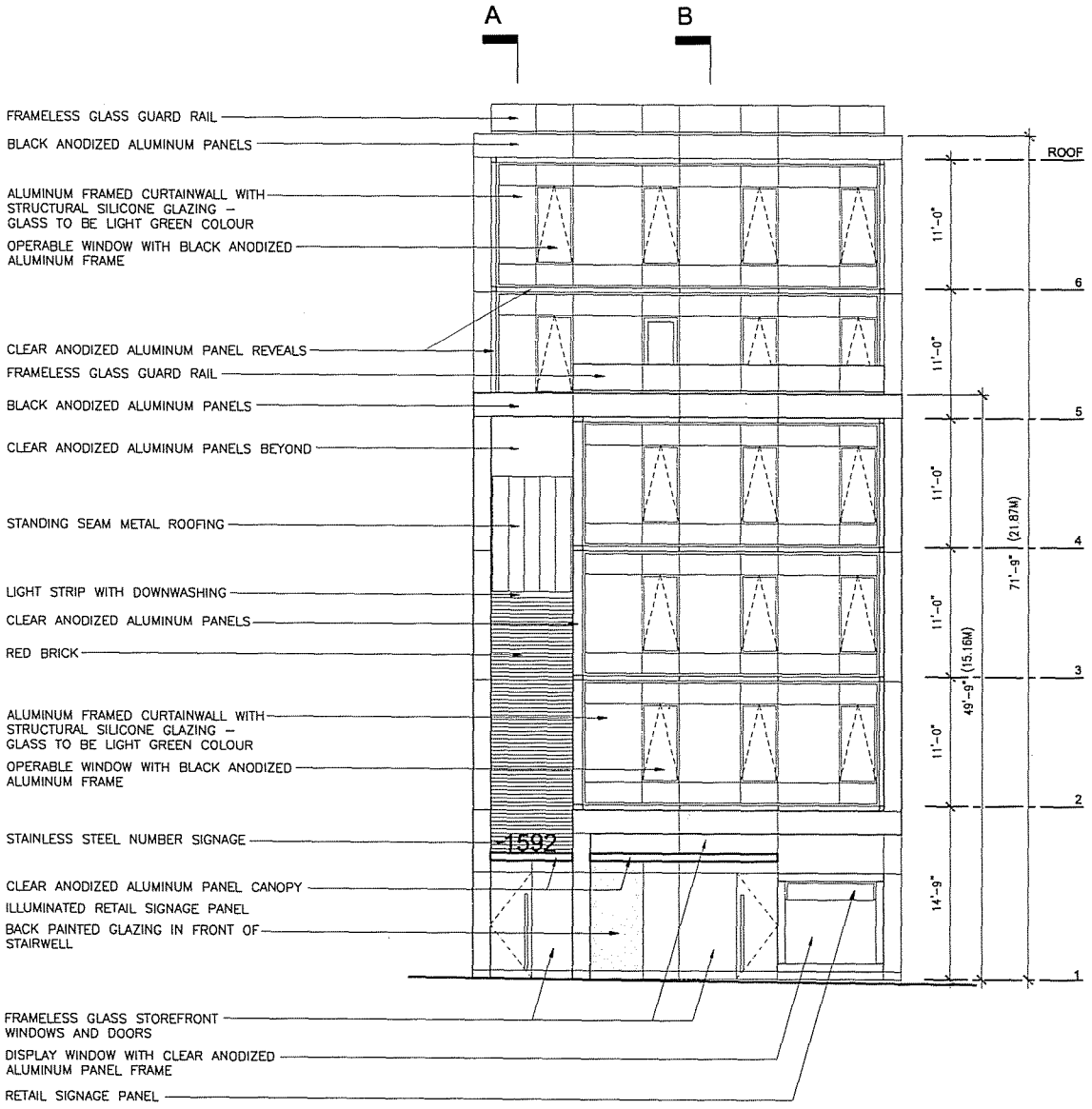

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EAST ELEVATION

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

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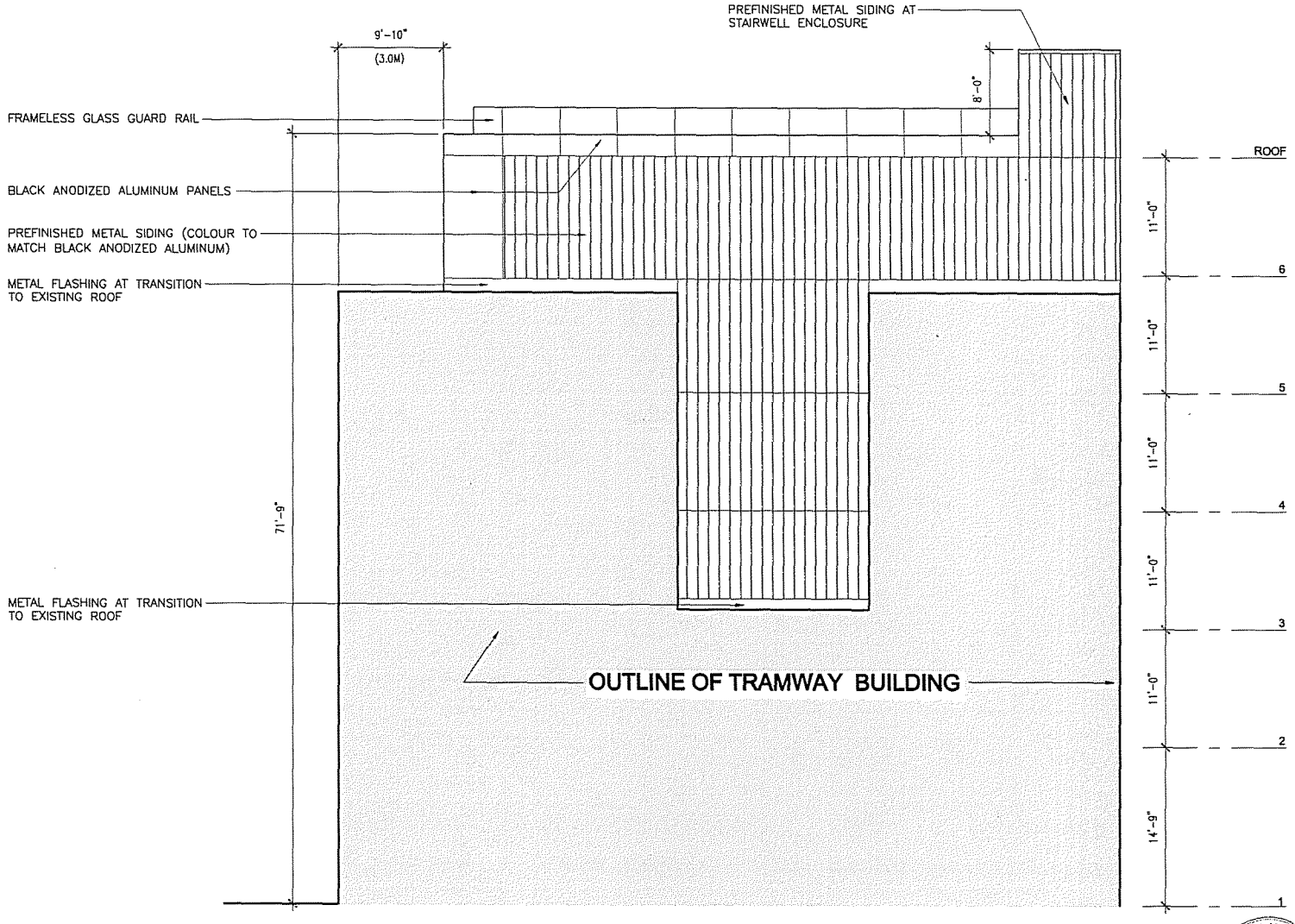

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NORTH ELEVATION

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

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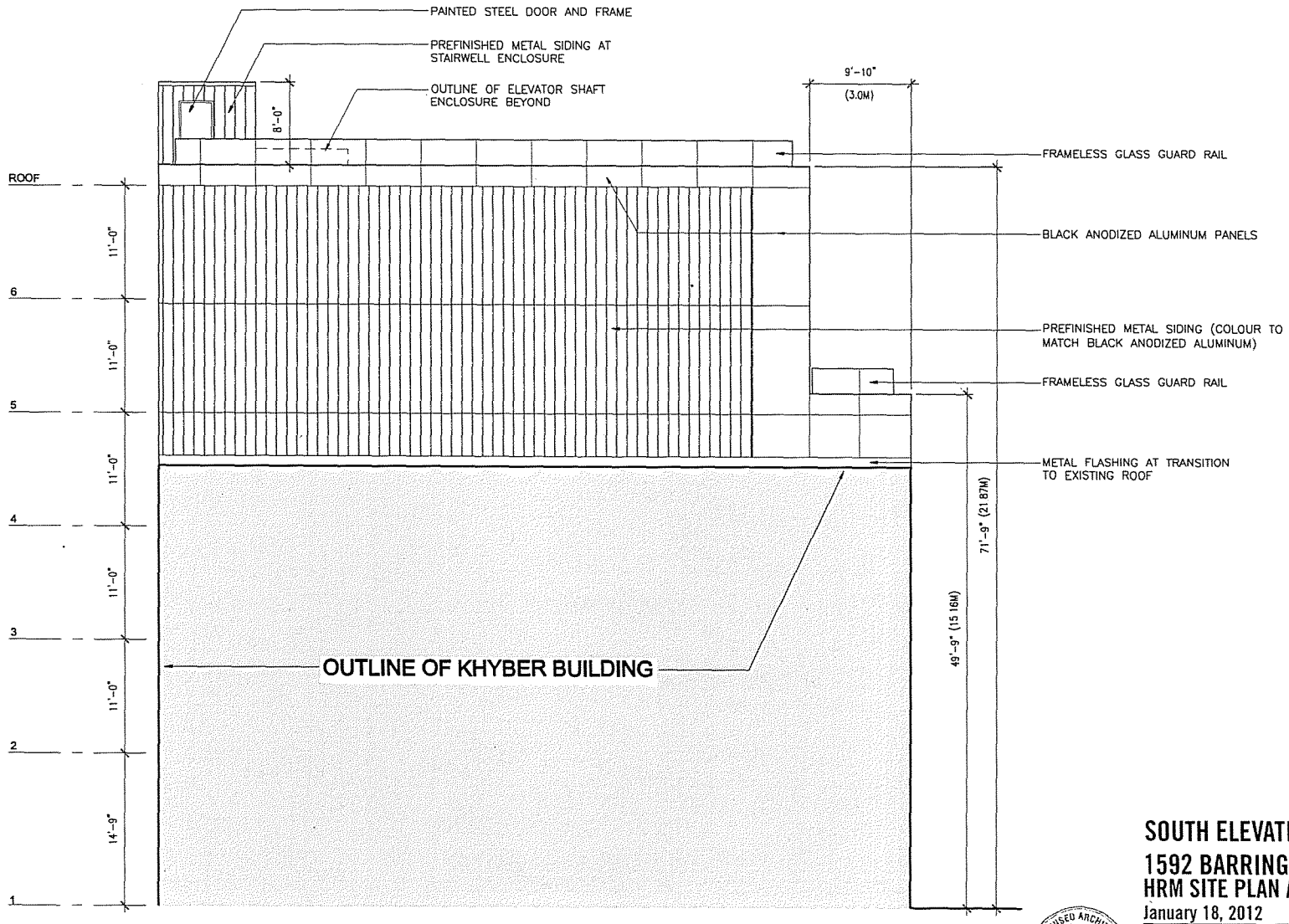

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SOUTH ELEVATION

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

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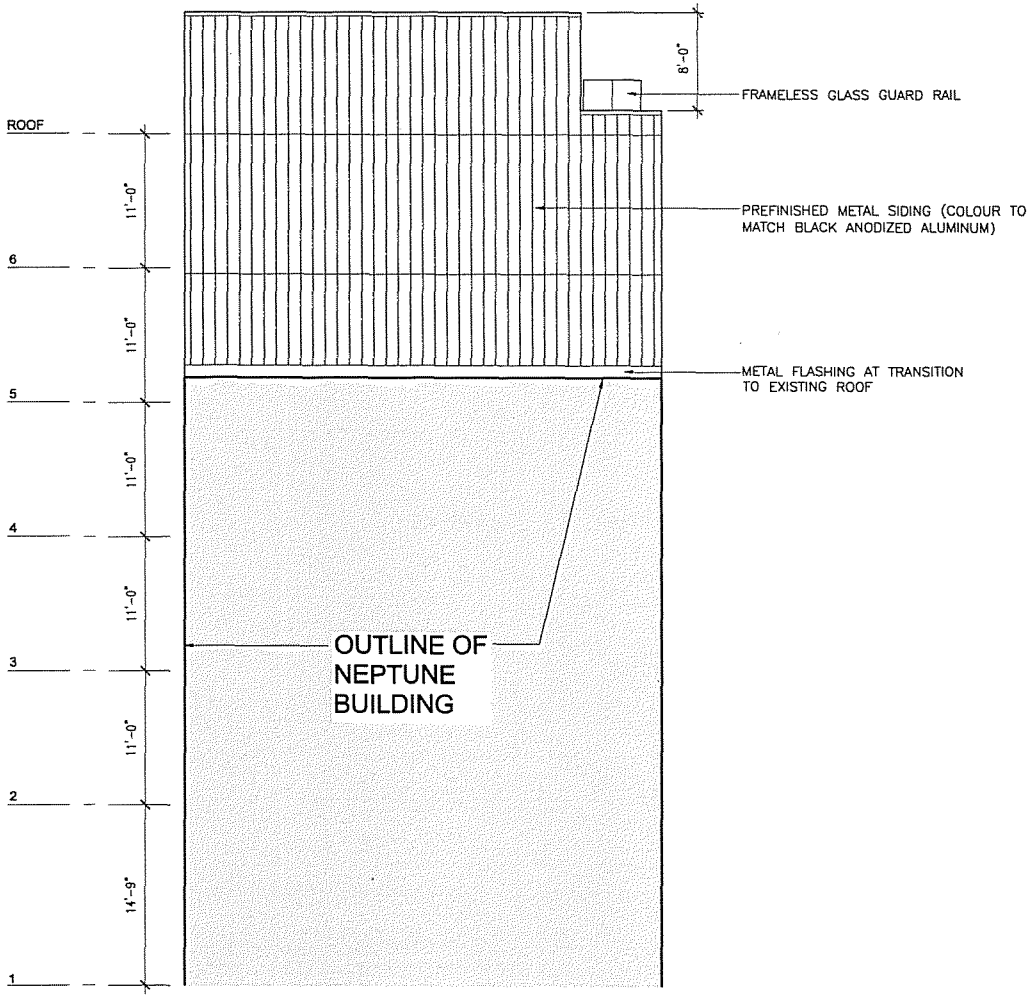

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WEST ELEVATION

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

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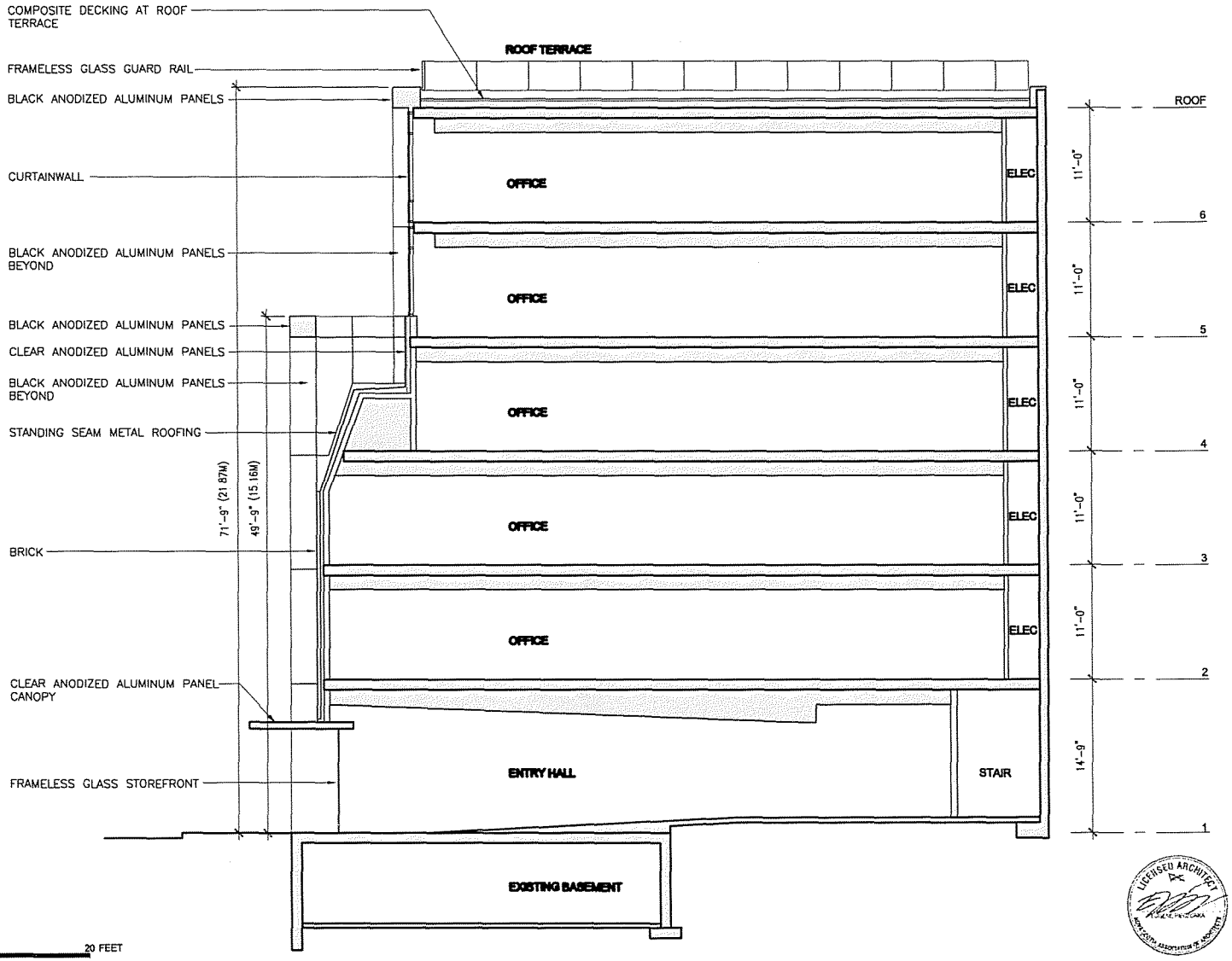

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LICENSED ARCHITECT

SECTION A

1592 BARRINGTON STREET

HRM SITE PLAN APPROVAL

January 18, 2012

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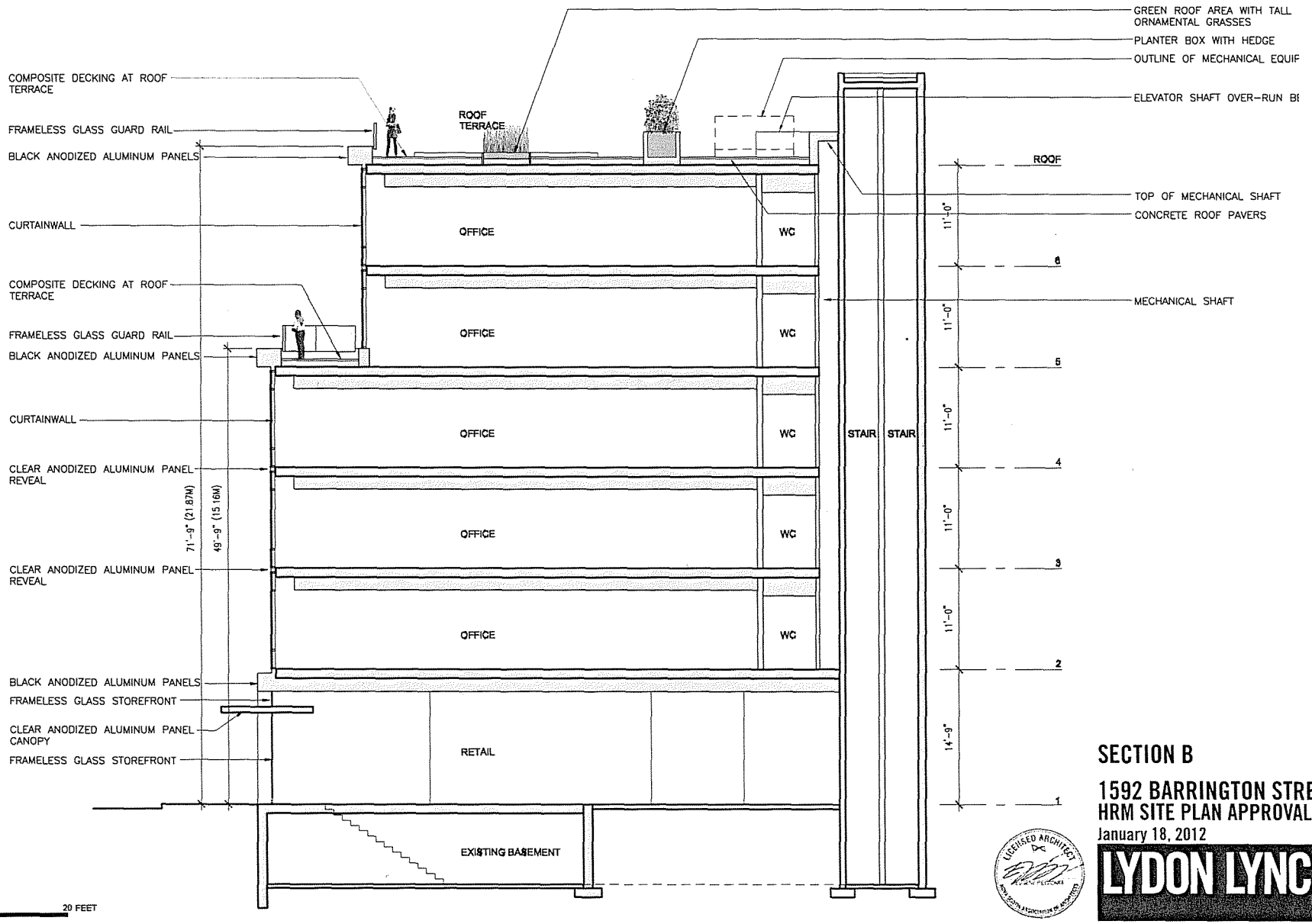

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SECTION B

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL

January 18, 2012

LICENSED ARCHITECT

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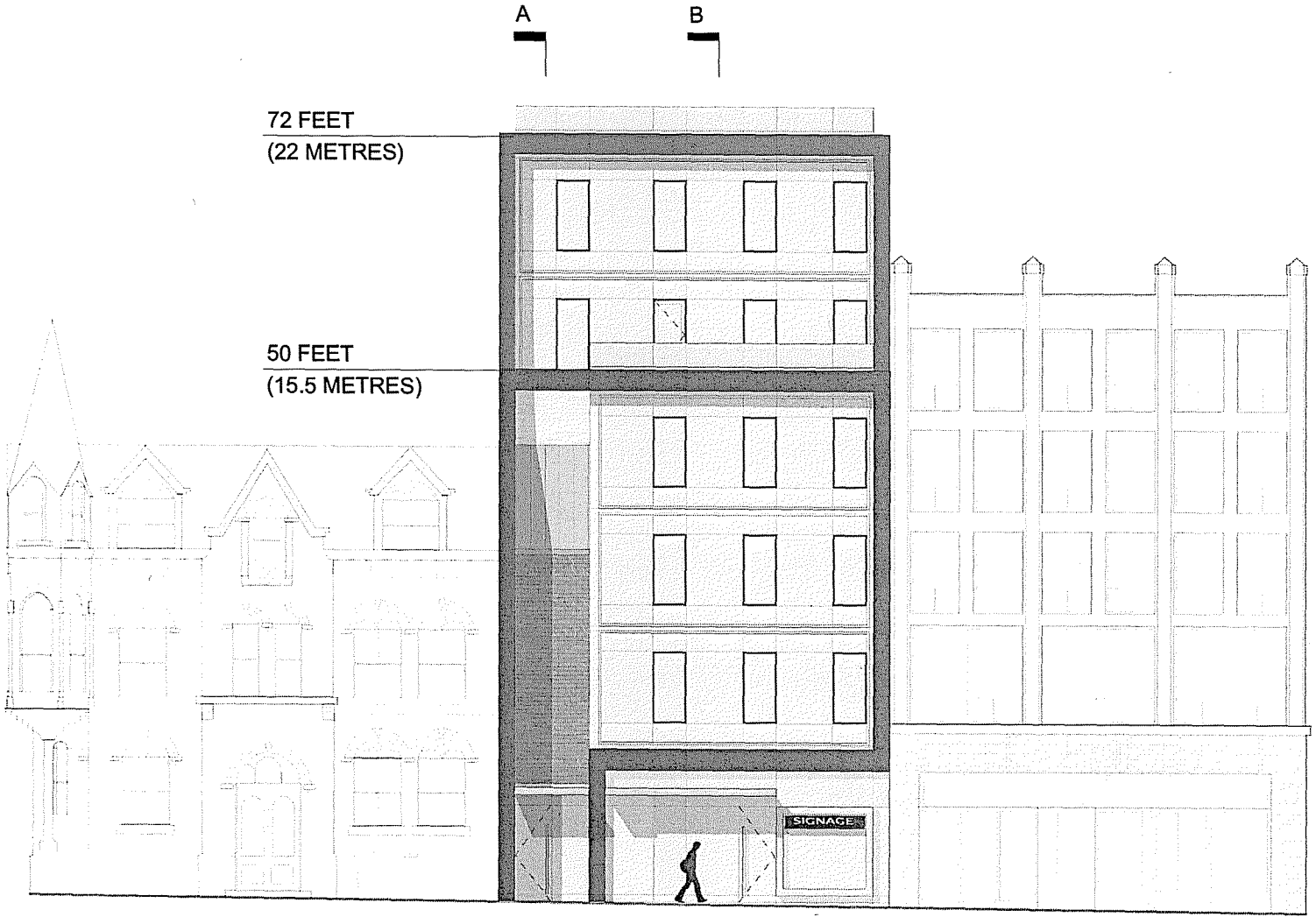

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL
January 18, 2012

LICENSED ARCHITECT
NOVA SCOTIA ASSOCIATION OF ARCHITECTS

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STREET ELEVATION

1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL
January 18, 2012

LICENSED ARCHITECT
NOVA SCOTIA ASSOCIATION OF ARCHITECTS

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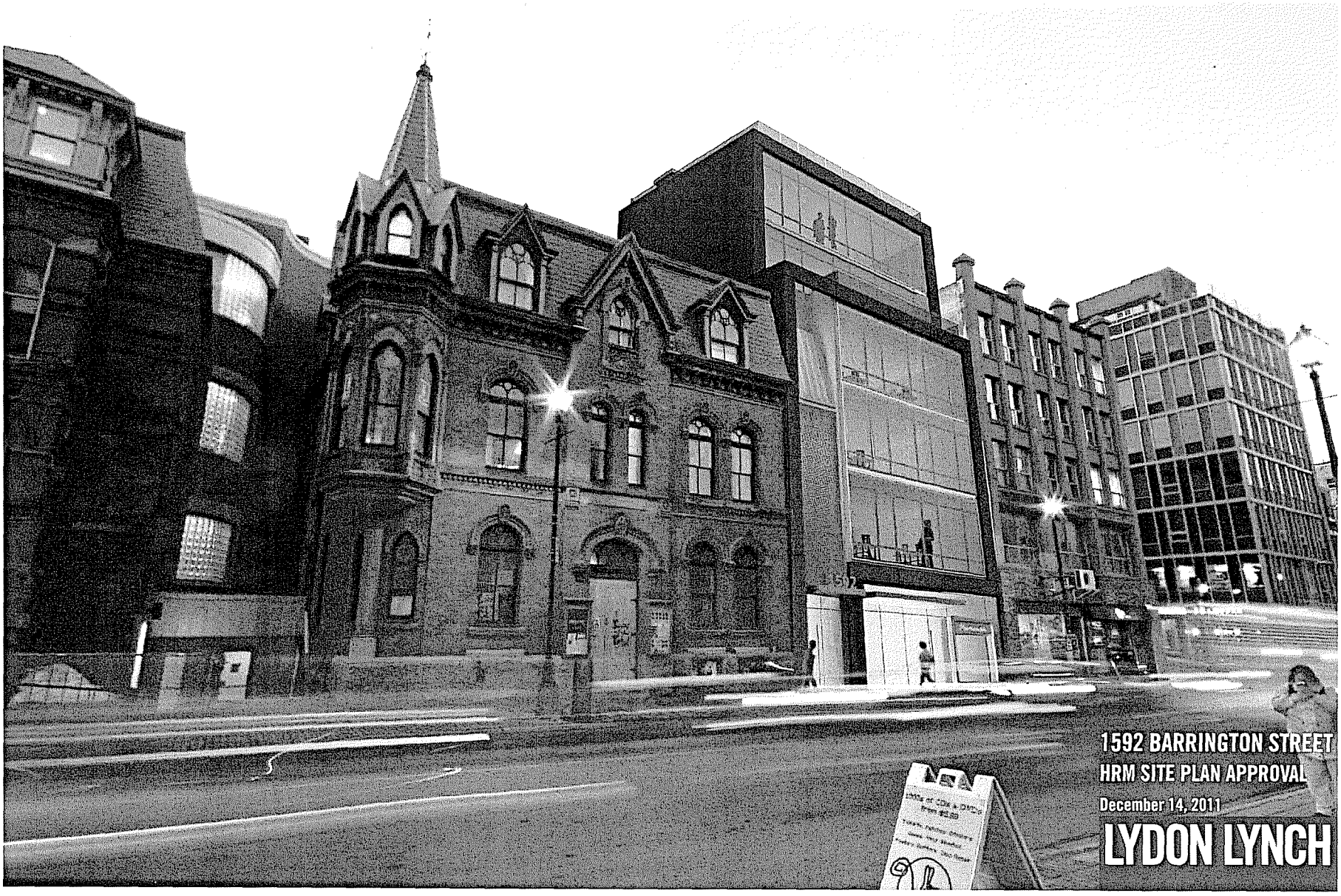
1592 BARRINGTON STREET
HRM SITE PLAN APPROVAL
December 14, 2011
LYDON LYNCH


interactive
cool movies
exhibits
venus envy
BARRINGTON STREET
HRM SITE PLAN APPROVAL
December 14, 2011
LYDON LYNCH

Attachment F – Design Manual Checklist				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
2	**Downtown Precinct Guide lines** *(refer to Map 2 for Precinct Boundaries)*			
2.5	**District 5: Barrington Street Heritage Conservation District**			
2.5a	Preserve and maintain historic government buildings, churches, and historic open spaces.			•
2.5b	Protect heritage buildings from unwarranted demolition.	•		
2.5c	Develop Grand Parade into its full potential as a public gathering place integrated with the historic George Street axis.			•
2.5d	Conserve the historic character of Barrington Street and ensure that new development is supportive of, and harmonious with it in terms of height, massing, size, scale, proportion, materials, and architectural features, while not necessarily mimicking heritage architecture.	•	•	
2.5e	Respect the typical streetscape rhythm comprised of up to eight buildings in each block with one or more bay widths in each building.	•		
2.5f	Respect the scale, configuration and rhythm of the traditional components of the lower facade of Barrington Street buildings, including ground floor height, bay width, and entrances to upper floors.	•		
2.5g	Allow and encourage contemporary shop front design in the precinct to support and stimulate commercial and retail revitalization.	•		
2.5h	Respect the traditional appearance and proportions of the upper facades of heritage buildings in Barrington Street.	•	•	
2.5i	Respect the importance of traditional windows in establishing the character of heritage buildings and to ensure that windows in new buildings respond to, or reference, traditional fenestration patterns.	•	•	
2.5j	Retain the heritage character of the precinct by using building materials traditionally found in Barrington Street for both rehabilitation and new construction.	•	•	
2.5k	Achieve the objectives of the precinct through accurate architectural reproduction of historic styles or through expressions of contemporary architecture.	•		
2.5l	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings. The use of awnings and canopies reminiscent of the original awnings of Barrington Street shall be required.	•		

Attachment F – Design Manual Checklist				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
2.5m	Recognize the historic role of building cornices and parapets and to ensure these elements are conserved, replaced or installed on buildings in Barrington Street.	•		
2.5n	Permit rooftop additions on historic buildings to encourage their economic revitalization while ensuring that such additions are visually inconspicuous and subordinate to the main building when viewed from the opposite side of the street, in accordance with the Heritage Design Guidelines contained in this Design Manual.			•
2.5o	Attract high quality retail, cultural, and entertainment uses at street level.	•		
2.5p	Fill vacant space on upper floors and encourage residential conversion.	•		
2.5q	Encourage the application of the Alternate Compliance Methods and Performance Based Equivalencies of the Nova Scotia Building Code Regulations in the precinct in order to facilitate the functional upgrading of buildings within the district.			•
2.5r	Prohibit new surface parking lots of any kind.			•
2.5s	Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines).			•
2.5t	Through redevelopment and reuse in the district, restore investor confidence, trigger private investment, and thereby improve Barrington Street's image and marketing potential to attract further investment.	•		

Attachment F – Design Manual Checklist				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
4.1	**New Development in Heritage Contexts**			
4.1.1	**Replicas and Reconstructed Buildings**			
	The replication of a historic building should proceed in a similar manner to the restoration of an existing but altered or deteriorated structure.			•
	Design of the building should be based on documentary evidence including photographs, maps, surveys and historic design and construction drawings.			•
	The interior space and basic structure of a replica building is not required to, but may, also use historic materials or details as long as the exterior presentation replicates the original structure.			•
4.1.2	**New Buildings in Heritage Contexts**			
	Entirely new buildings may be proposed where no previous buildings existed, where original buildings are missing, or where severely deteriorated or non-historic buildings are removed.	•		
	The intention in designing such new buildings should not be to create a false or ersatz historic building, instead the objective must be to create a sensitive well designed new structure "of its time" that fits and is compatible with the character of the district or its immediate context.	•		
	The design of new buildings should carefully consider requirements elsewhere in these guidelines for density, scale, height, setbacks, stepbacks, coverage, landscaped open space, view corridors, and shadowing. Design considerations include: contemporary design, material palette, proportions of parts, solidity vs. transparency and detailing.		•	
4.1.3	**Contemporary Design**			
	New work in heritage contexts should not be aggressively idiosyncratic but rather it should be neighbourly and respectful of its heritage context, while at the same time representing current design philosophy. Quoting the past can be appropriate, however, it should avoid blurring the line between real historic buildings, bridges and other structures. "Contemporary" as a design statement does not simply mean current. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo-Victorian detailing, should be avoided.	•		

Attachment F – Design Manual Checklist				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
4.1.4	**Material Palette**			
	As there is a very broad range of materials in today's design palette, materials proposed for new buildings in a heritage context should include those historically in use. The use and placement of these materials in a contemporary composition and their incorporation with other modern materials is critical to the success of the fi t of the proposed building in its context. The proportional use of materials, drawing lines out of the surrounding context, careful consideration of colour and texture all add to success of a composition.		•	
4.1.5	**Proportion of Parts**			
	Architectural composition has always had at its root the study of proportion. In the design of new buildings in a heritage context, work should take into account the proportions of buildings in the immediate context and consider a design solution with proportional relationships that make a good fit. An example of this might be windows. Nineteenth century buildings tended to use a vertical proportion system in the design and layout of windows including both overall windows singly or in built up groups and the layout of individual panes.	•		
4.1.6	**Solidity versus Transparency**			
	Similar to proportion, it is a characteristic of historic buildings of the 19th century to have more solid walls with punched window openings. This relationship of solid to void makes these buildings less transparent. It was a characteristic that was based upon technology, societal standards for privacy, and architectural tradition. In contrast buildings of many 20th century styles use large areas of glass and transparency as part of the design philosophy. The relationship of solidity to transparency is a characteristic of new buildings that should be carefully considered. It is an element of fit. The level of transparency in the new work should be set at a level that provides a good fi t on street frontages with existing buildings that define the character of the street in a positive way.		•	
4.1.7	**Detailing**			
	For new buildings, detailing should refer to the heritage attributes of the immediate context. Detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context. In past styles, structure was often unseen, hidden behind a veneer of other surfaces, and "de-tailing" was largely provided by the use of coloured, shaped, patterned or carved masonry or added traditional ornament, moldings, finials, cresting and so on. In contemporary buildings every element of a building can	•		

Attachment F – Design Manual Checklist				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
	potentially add to the artistic composition of architectural, structural, mechanical and even electrical systems.			

4.2	**Guidelines for Infill**			
Preamble	These guidelines apply to sites that are in between heritage buildings in the Downtown, The guidelines will ensure visual consistency as seen from the public realm ... (and) ... Where there is a contiguous environment, new development needs to reinforce and be consistent with the prevailing character of the heritage resources a s a group.		•	
4.2.1	**Cornice Line**			
4.2.1a	Maintain the same or similar cornice height established by existing heritage buildings for the podium (building base) to create a consistent streetwall height, reinforcing the 'frame' for public streets and spaces.	•		
4.2.2	**Sidewalk Level Height and Articulation**			
4.2.2a	Maintain the same or similar height of the first storey of new buildings to the first storey datum line of heritage buildings (i.e. the height of intermediate cornice lines or frieze boards between the first and second storeys).	•		
4.2.2b	Maintain other heights and proportions in the first storey such as: • sign band height and size; • window height, size and proportion, including transoms; • door height, position, and setback, and; • maintain the prevailing at-grade use (i.e. retail or residential) while considering the intended use and role of the street.	•		
4.2.3	**Rhythm**			
4.2.3	Maintain the rhythm of existing heritage buildings, generally at a fi ne scale, typically in 6m to 12m intervals (storefronts, individual buildings, etc.) in a vertical proportion.	•		
4.2.3	For larger or longer buildings, clearly articulate vertical divisions or bays in the façade at this rhythm.			•
4.2.3	Where appropriate for consistency, provide retail bays or frontages at the same rhythm.			•
4.2.4	**Window Proportion**			
4.2.4a	Maintain the window proportions of existing heritage buildings	•		

Attachment F – Design Manual Checklist				
Section	**Guideline**	**Complies**	**Discussion**	**N/A**
	(generally vertically oriented windows).			
4.2.4b	Windows should be aligned above each other from storey to storey.	•		
4.2.5	**Materials**			
4.2.5a	Provide similar materials to those in use in existing heritage buildings.		•	
4.2.5b	Typical materials are masonry, usually brick or stone, in small modular units (bricks, cut stones).		•	
4.2.5c	Where materials differ, for example concrete, provide fine scale articulation of the surface finish through score lines, modular units or other such means	•		
4.2.5d	Provide similar colour palettes, typically neutrals and earth tones, and textures.	•		
4.2.5e	New materials should be high quality and durable, ensuring they age well.	•		
4.2.6	**Upper Level Stepbacks**			
4.2.6a	Building elements that are taller than the podium or streetwall height should step back.	•		
4.2.6b	Stepbacks should generally be a minimum of 3 metres in areas of contiguous heritage resources.	•		
4.2.6c	In the upper stepback levels greater freedom of material choice and design expression is permitted.		•	