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1.0 DESIGN RATIONALE

As home to some of Nova Scotia’s most exciting businesses and start-ups, The Maritime Centre, located at the base of Spring Garden Road and Barrington Street is one of the most visible and significant buildings in Halifax. The intent is to transform this iconic building into a modern space with enhanced design and welcoming entrance ways that will energize tenants, local businesses and visitors. For reference, the building sits diagonally on its site to preserve views of Georges Island from Citadel Hill. The original design of the building, dating back to 1977, focused solely on overall design and neglected the streetscape and pedestrian landscape of the project, as was the norm for the buildings of its era. The overall building mass and its orientation has resulted in a number of unresolved challenges for the surrounding area that were not addressed at the time. Significant winds, a nonexistent streetscape, and an entry that does not properly address Barrington Street are the three primary issues that affect the street level activity. The proposed project addresses and mitigates these issues within the challenging context of the existing development, with the ultimate goal of creating a comfortable, enjoyable and well-designed visitor experience.

The proposal includes wrapping the base of the building with a new addition that runs along Barrington Street from St Matthew’s United Church to the corner of Salter Street. This base will provide a new glazed streetscape that will serve as an inviting new street level access to the building interior. This pavilion will house a new entrance lobby, a possible new restaurant and some select retail space, all with the intent of providing an active and improved pedestrian experience. The new pavilion height relates to the street wall along Barrington Street and will be fully glazed, setting up a powerful and compelling terminus view down Spring Garden Road, particularly during the evening hours.
Looking down Granville Street toward Salter Street intersection
The new pavilion will provide a significant amount of natural light and a new street level interior space. Enclosing this space and having it connect to the streetscape of Barrington, the design will bring this space back to life year-round.

Another attribute of this new pavilion design will be the positive impact on wind exposure at ground level. Presently, there are no barriers to interrupt wind flow that travels down the surface of the tall tower and sweeps around the corners, amplifying the wind velocity. This effect can be severe at the Barrington and Salter corner and along parts of Barrington to the south near the main entries. Having a ground level pavilion will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep around the corners at a higher level and away from pedestrians.

The proposed design is based on a wind analysis to mitigate some of the impacts. The present poured concrete wall along Salter Street is a difficult issue that has been inherited. The functions behind this wall are either a parking garage, or the back of house uses for the building. This has resulted in an unfriendly experience through existence of a blank wall along this façade. While the proposed addition cannot relocate the back of house uses because of their functionality, it will attempt to soften the impact along this elevation.

This will be achieved through the creation of a new leasable space along the street from the corner of Barrington Street and into Salter Street. This new space will be an opportunity for a small retail with exposure along Salter, encouraging animation at the ground level and further interaction with pedestrians.

Ultimately, this proposal outlines the vision for bringing light to one of Halifax’s brightest corners. As a hub of innovation and new ideas, the Maritime Centre needs to properly reflect its tenants, better engage with pedestrians and provide a compelling visitor experience.
d. Vacant sites shall be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experiences.

The proposed design includes a continuous street wall on Barrington Street and allows for uninterrupted pedestrian experiences. This base will provide a new glazed streetscape that will serve as a new street level access to the building interiors. This pavilion will house a new entry lobby, a possible new restaurant and some retail space in an effort to provide an active and connected pedestrian experience.

e. The precinct is to be characterized by animated streetscapes.

Proposed commercial uses and variety in materials intend to animate the streetscape. The proposed street frontage includes Curtain Wall design with coloured glazing in selected area. The Curtain wall is punctuated with a new entry portal into the building on Barrington Street. The street frontage also features a mezzanine level for a potential new restaurant space.

f. Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.

The design will be a positive impact on wind exposure at ground level. Presently, there are no barriers to interrupt wind flow that travels down the surface of the tall tower and sweeps around the corners, amplifying the wind velocity.

This effect can be severe at the Barrington and Salter corner and along parts of Barrington to the south near the main entries. Having a ground level pavilion will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep around the corners at a higher level and away from pedestrians.

g. East-west streets shall continue to provide views between the Citadel and the Harbour.

Not Applicable

h. Extensions of east-west streets between Lower Water Street and the Harbour are required as key components in open space network.

Not Applicable

i. Establish the George Street and Carmichael Street corridor as a major east-west pedestrian connection, given the linkage between the Town Clock, the Grand Parade, and the Harbour.

Not Applicable

j. To ensure that the Halifax Harbourwalk is of a width and quality to be an important open space linkage with other precincts.

Not Applicable

k. Ensure that Lower Water Street shall be developed with a continuous streetwall and public realm design that emphasizes its meandering qualities and its emergence as an important street.

Not Applicable

l. To retain isolated heritage properties and protect them from inappropriate redevelopment.

The proposed development is adjacent the St Matthews Church, which is a registered heritage property. The design intends to preserve the church as an isolated resource by:

- Preserving trees between the uses to create a buffer
- Not disrupting the green space that surrounds the church. In fact, the southern building wall that faces this space is designed with materials that will enable more sunlight to reflect into the space.

m. New waterfront development shall adhere to Section 2.10 of the Design Manual.

Not Applicable
GUIDELINE 3.1.1 PEDESTRIAN ORIENTED COMMERCIAL
A: The commercial spaces will be immediately accessible off the sidewalk.
B: They will be clad with a minimum of 75% glazed opening.
C: Two primary entrances are proposed: one at the interstation of Salter Street and Barrington Street, one at the intersection of Barrington Street and Spring Garden Road. These main entrances are framed or capped with curtain walls in order to further distinguish them. Retail uses that front along Barrington Street will include secondary entrances to the street. Overall entrances are proposed frequently throughout all street frontages.
D: Another attribute of the new pavilion design will be the positive impact on wind exposure at ground level. Presently, there are no barriers to interrupt wind flow that travels down the surface of the tall tower and sweeps around the corners, amplifying the wind velocity. This effect can be severe at the Barrington and Salter corner and along parts of Barrington to the south near the main entries. The ground level pavilion and its contemporary cornice design will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep around the corners at a higher level and away from pedestrians.
E: The width of the sidewalks does not permit spill-out activity.
F: Commercial uses will animate the sidewalk along Barrington Street.

GUIDELINE 3.1.2 STREET WALL SETBACK
See attached building drawings outlining street wall setbacks.

GUIDELINE 3.1.3 STREET WALL HEIGHT
See attached building drawings outlining street wall heights.

GUIDELINE 3.2.1 DESIGN OF THE STREET WALL
A: The proposal includes wrapping most of the base of the building with a new addition that runs along Barrington Street from St Matthew's United Church to the corner of Salter and down Salter to the where the tower face turns at the 45 degree angle. This base will provide a new glazed streetscape that will serve as an inviting new street level access to the building interior. This pavilion will house a new entrance lobby, a possible new restaurant and some select retail space, all with the intent of providing an active and connected pedestrian experience. The new pavilion height relates to the adjoining buildings' street wall height along Barrington Street and will be fully glazed.

The new Barrington Street Facade has a scale more or less consistent with nearby buildings along the adjacent streetscape. The new addition along Barrington has been designed to be of a scale and character appropriate to the existing building, but has articulated elements and entries along the lower portion of the streetscape to modulate the large scale and humanize the overall pedestrian experience. In this way, the design is able to address the two most important design drivers...recognizing and engaging the existing building with an addition that looks like it belongs to the Maritime Centre development, and produces a richer human experience at ground level.
B: The street wall is occupying approximately 100% of the Barrington frontage.
C: Streetwall setbacks and heights as per Land Use By-law Requirements
D: The roofline of the proposed street wall (curtain wall feature) is at a similar scale to the general streetwall and cornice line heights of the Barrington Street Conservation District located to the north
E: Streetwall materials include a high quality aluminum curtain wall with clear and colored glazing and a pre-finished metal panel system
F: Frontages will be clad with a minimum of 75% glazing to provide ‘eyes on street’ from the interior of the building and reduce the barrier between the street and the internal uses of the building
G: The Barrington street frontage includes a Tower Shear wall that comes down to the street level. This is a structural wall that cannot be punctuated with openings. The shear wall does not occupy a significant portion of the street frontage and provides additional variety in the streetscape.

GUIDELINE 3.2.2 BUILDING ORIENTATION AND PLACEMENT
Building is oriented to Barrington Street and Salter Street. Entrance point is clearly defined at intersection of Barrington and Slater Street through a glazed entrance that is capped by the Barrington Street curtain wall that wraps around the building corner to Salter Street. Entrance at intersection of Barrington and Spring Garden Road is also clearly defined through a two-storey entrance portal framed by a secondary curtain wall feature.
GUIDELINE 3.2.3 RETAIL USES
A: The street frontage along Barrington Street that includes retail uses will provide a minimum of 75% glazing.
B: The ground level pavilion will encourage the wind to terminate its downward flow at the roof of the pavilion and sweep around the corners at a higher level and away from retail frontages. The edge of the roof will extend out beyond the building line to provide additional canopy protection over the sidewalk where retail uses front upon.
C: Not applicable
D: Commercial uses will animate Barrington Street.
E: There will be no projections that hide displays or signage.
F: Retail spaces will be at grade.
G: The proposed signage will be designed and constructed to add to the quality of the street and will not be overwhelming.

GUIDELINE 3.2.4 RESIDENTIAL USES
Not Applicable

GUIDELINE 3.2.5 SLOPING CONDITIONS (SALTER STREET)
A: Uses and entrances are at grade are related to the sidewalk and step with the slope of the street.
B: The present poured concrete wall along Salter Street is a difficult issue that has been inherited. The functions behind this wall are either a parking garage, or the back of house uses for the building. This has resulted in an unfriendly experience through existence of a blank wall along this façade. While the proposed addition cannot relocate the back of house uses because of their functionality, it softens the impact along this elevation by providing a new glazed entry canopy and entry to retail functions on an upper level inside, and new leasable space from the corner of Barrington Street and along the upper portion of Salter Street. This new space will be an opportunity for a small retail with exposure along Salter, encouraging animation at the ground level and further interaction with pedestrians. Additionally, the design proposes an extension of the leasable space on the main level of the tower (above the blank wall) out to the property line. This will bring animation and eyes on the street from above.
C+D: Existing walls along Salter Street - we will re-coat the concrete portions of the wall with earth tones that will make the surfaces a little less abrupt.
E: Due to the existing foundation there will be limited retail uses off Salter Street.
F: All entries to the building along Salter Street are at grade level.
G: Upper and a lower rooflines and curtain walls are along Salter Street intend to reflect the natural slope of the terrain.

GUIDELINE 3.2.6 ELEVATED PEDESTRIAN WALKWAYS
Not applicable

GUIDELINE 3.3.1 BUILDING ARTICULATION (NEW CONSTRUCTION SIDE)
A: Base: The proposed building base is constructed mostly of glass with modern cladding material for columns and rooflines. Building base also includes a curtain wall with clear glass and aluminum frames.
B: The building is of modern design that is sensitive in scale and rhythm to the historical context where it is placed.
C: Vertical and horizontal recesses or projections, and changes in material and colour are proposed throughout the streetscape.
D: Consistent design language and rhythm is used throughout all street frontages.

GUIDELINE 3.3.2 MATERIALS
A: All materials are modern and easy to maintain. Combination of curtain wall frames with interior coloured glazing provides modern aesthetic quality that is compatible with the cladding and geometry of the existing tower portion of the building.
B: A refined selection of building materials have been chosen to create a simple and elegant composition that is compatible with the existing tower portion of the building.
C: Consistent pallet of materials are proposed along a public street frontages of the building.
D: No changes in material proposed at building corners.
E: Proposed building materials include glass and pre-finished metal siding.
F: The proposed building materials are all original and are used in a distinctive fashion that is compatible with adjacent materials but does not mimic them.
G: Stucco and Stucco materials are not proposed.
H: These materials are not proposed.
I: Darkly tinted glass is not proposed.
J: These materials are not proposed.
3.0 Other Requirements

HERITAGE DESIGN CONSIDERATIONS:
The subject property is located within a unique architectural and planning environment. While the site is within Precinct 4: Lower Central Downtown and it is characterized within this Precinct, it is abutting Precinct 2: Barrington Street South and is surrounded by heritage properties. The site is a large building at the centre of downtown and along the prominent visual terminus of Spring Garden Road. While there are heritage properties around the site, the proposed addition to the Maritime Centre is not reflecting this heritage character and is distinguishing itself through a modern addition. The reason for this intentional design choice is to both make the addition consistent with the existing Maritime Centre building as well as respecting the heritage character of the nearby buildings through contrast. As such, it is our understanding that the heritage design guidelines would not be applicable to this addition.

GUIDELINE 3.3.3 ENTRANCES

A: Entrance point is clearly defined at intersection of Barrington and Slater Street through a glazed entrance that is capped by the Barrington Street curtain wall that wraps around the building corner to Salter Street. Entrance at intersection of Barrington Street and Spring Garden Road is also clearly defined through a two-storey entrance portal framed by a secondary curtain wall feature.

B: The edge of the roof will extend out beyond the building line to provide additional canopy protection over the sidewalk. Main entrances are framed by secondary curtain walls that create a recessed entrance to provide additional protection.

C: Not applicable

GUIDELINE 3.3.4 ROOF LINE AND ROOFSCAPES

The new design shows the location of the green roofs. These areas would not be publically accessible.

GUIDELINE 3.4.1 PROMINENT FRONTAGES AND VIEW TERMINI

A: Spring Garden Road Terminus

The view terminus where Spring Garden Road terminates at Barrington Street is being punctuated by placing the main entry into the Maritime Centre Lobby directly on the center axis of Spring Garden Road.

Salter Street Terminus

The view terminus at Granville Street, also deals with an inherited building form. The view down Granville, due to grade issues, does not clearly expose the base of the building. We have therefore created a slotted vertical structure (where the view terminus intersects the existing building), from the second level and up to the top of the 3rd floor roof above. This structure creates an interesting visual focal point where one presently does not exist. This, combined with a small outdoor balcony that will be part of a food service vendor, brings a certain degree of human activity to this area. Additionally, we have introduced a fully glazed vestibule at street level providing access to and Food and Drink Vendor on the level below. This vestibule helps create a better pedestrian experience at ground level and draws attention away from a nearby (exit only) Garage door.

B: Not Applicable

GUIDELINE 3.4.2 CORNER SITES

A: The proposed building corner at Salter Street and Barrington Street is a 3 level glazed element that provides a modest pedestrian entry from Salter Street.
MARITIME CENTRE
SOUTH ELEVATION - Proposed Materials

GLASS - CLEAR TINT
PRE FINISHED PANEL SYSTEM - WHITE TINT
PRE FINISHED PANEL SYSTEM - GREY TINT
PRE FINISHED PANEL SYSTEM - WHITE TINT
PRECAST PANEL SYSTEM - GREY TINT
GLASS - CLEAR TINT