

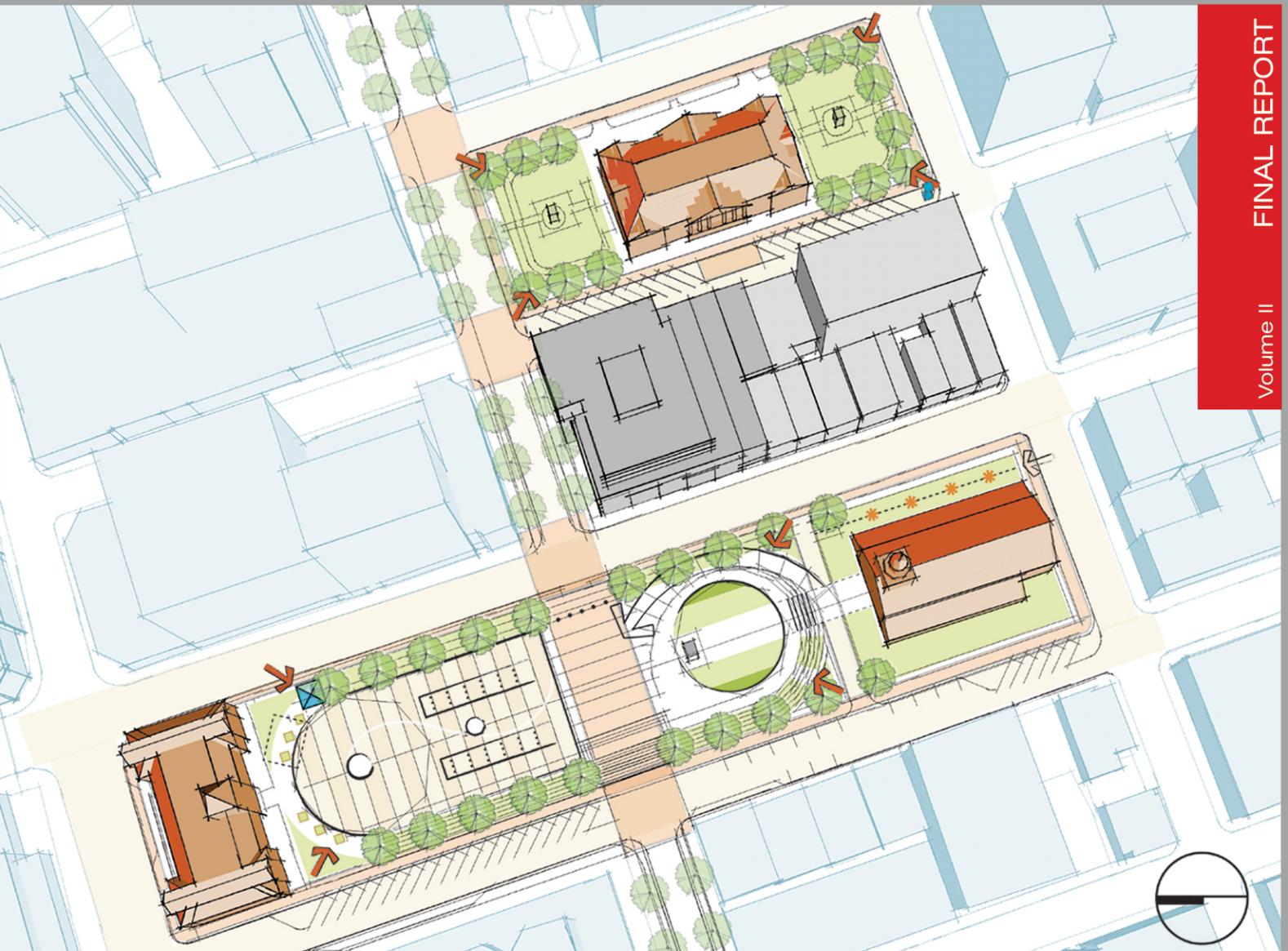
GRAND PARADE PROVINCE HOUSE AREA JOINT PUBLIC LANDS PLAN

Prepared for:
Halifax Regional Municipality
Nova Scotia Transportation and Public Works

Prepared by:
CBCL Limited

In Association with:
Greenberg Consultants Inc.
Young+Wright Architects Inc.
GHK International

December 2006



FINAL REPORT

Volume II

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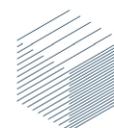


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Executive Summary

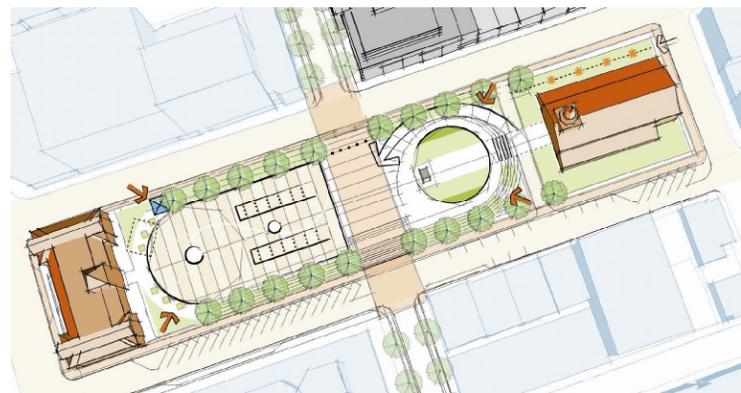
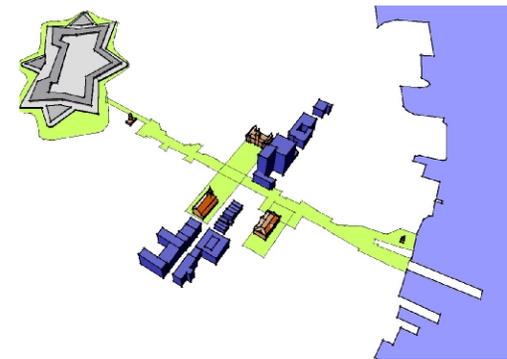
The Grand Parade / Province House Area Joint Public Lands Plan is jointly funded by the Halifax Regional Municipality and the province of Nova Scotia to look at lands under their ownership in the downtown core of Halifax. Specifically the project is to look at the municipal and provincial properties around the Grand Parade and Province House.

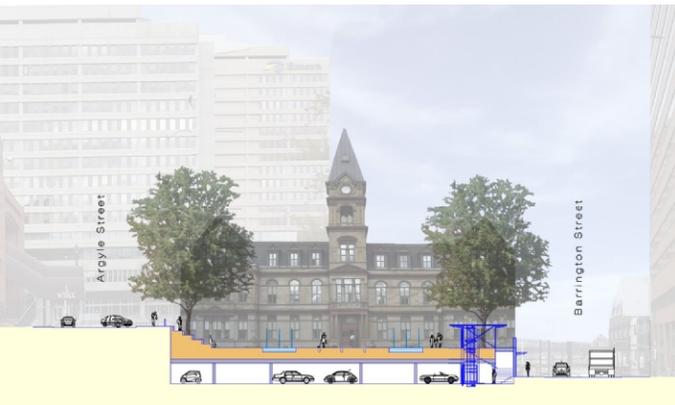
The study area is a special place within the city fabric of HRM. The project promotes and guides future development toward the creation of a vibrant Capital City Precinct that integrates governmental functions with pedestrian and civic uses. The report describes design principles for the development of the study area, presents individual programs and design briefs for Province House, Grand Parade and Birk's/Truscan site, and provides suggestions for implementation of the plan.

The creation of a green linear park connecting the waterfront and the city is a powerful concept that emerged from the consultations and workshops associated with the project. "Heritage Hill" could be a memorable landmark within the downtown area creating an attractive walking route connecting important civic places such as the waterfront, the Nova Scotia Art Gallery, Province House, the Grand Parade (including City Hall, St. Paul's Church, and the cenotaph), the World Trade and Convention Centre (WTCC), and the Citadel

The redesigned Grand Parade, the redeveloped Birk's / Truscan site, and the invigorated Province House grounds are hung off this civic axis and function as a cohesive urban district while each maintaining a characteristic significance in their own right.

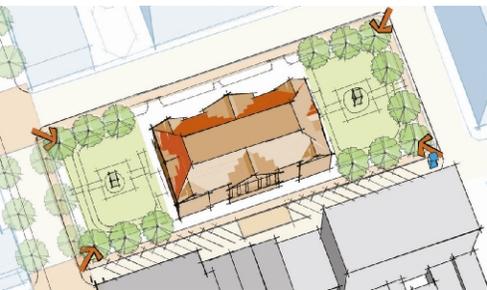
The two-layered redesign of **Grand Parade** proposes turning the square into a vibrant urban plaza above and a parking garage below ground. An unobstructed hard surface events plaza, allowing for greatest possible flexibility to accommodate a wide range of event uses is created in front of City Hall. All design elements, such as in-ground fountains with fiber optic lighting and a removable skating rink enable the plaza to change its character with the seasons. A smaller area around the Cenotaph will serve quieter more dignified ceremonial functions. Special



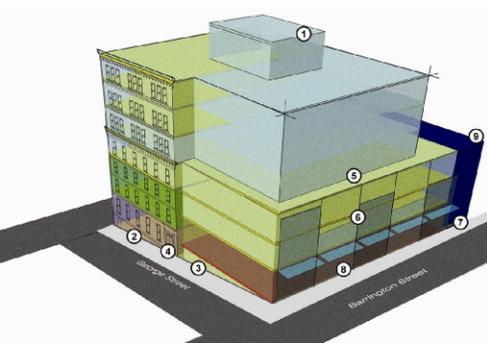


emphasis was placed on a dramatic increase of passive seating opportunities and viewing areas for major events with the creation of grassed terraced steps wrapping around the rising edge of the plaza. Stairs in the north-east corner will improve pedestrian access. The creation of a small kiosk will provide access to the underground parking and provides a venue for increased casual use. Encompassing streets are reclaimed as part of the public realm by re-thinking traditional street layout and giving pedestrians precedence while at the same time ensuring the flow other modes of transportation.

The plan for the area creates spaces accessible, integrated, and responsive to the needs of all users. The redesign of Grand Parade and the accompanying events guidelines ensure maximum flexibility of the plaza and are intended to maintain a healthy balance between organized and spontaneous public use that is true to its public ‘ownership’ purpose.



The need to reinforce the **Province House’s** position as a remarkable landmark within the fabric of downtown Halifax and all of HRM has emerged. -To do this, the uniqueness of the building should be emphasized and its setting should be made as distinctive as possible. Tangible improvements to the Province House grounds, such as the installation of additional flags and the night-time lighting should be undertaken immediately to increase the presence of the building in the historic core of the city. Ultimately, a garden should be developed on the northern side of the building to tie the site into the George/Carmichael civic corridor. For improved pedestrian connectivity the fencing at the four corners of the block should be removed to create unimpeded gateways into the grounds.



The **Birk’s / Truscan Site** includes the existing parking lot between Barrington and Granville Streets at George Street, and the present Hansard (Acadian Recorder) and Dennis Buildings. The Province and HRM must resolve the ultimate ownership of the Birk’s / Truscan site. A detailed heritage value assessment of Dennis Building should be undertaken. Subsequent to selecting one of the redevelopment options outlined in this report, the program for space use within the new building can then be determined and an architecture firm be selected to carry out the design based on the design guidelines outlined in this study.

The suggestions of the Grand Parade/Province House Area Joint Public Lands Plan ensure long term sustainability by providing public spaces and building environments that meet the needs of current users while leaving a legacy for future generations.

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Chapter 1



1 Introduction

1.1 Project Purpose

The Grand Parade / Province House Area Joint Public Lands Plan is jointly funded by the Halifax Regional Municipality and the province of Nova Scotia to look at lands under their ownership in the downtown core of Halifax. Specifically the project is to look at the municipal and provincial properties around the Grand Parade and Province House (see Figure 1.1 and 1.4) including:

- the Grand Parade Square including St. Paul's Anglican Church, the Halifax City Hall and the cenotaph.;
- Province House and the associated open space within the block of land on which it sits;
- the block bounded by Barrington, George, Granville and Prince Streets, including the former Birk's site and the adjacent Provincial properties;
- the Granville Street Right-of-Way between George and Prince Streets; and
- any adjacent privately held parcels of strategic value.

The Public Lands Plan must promote and guide future development within the study area toward the creation of a vibrant legislative precinct that integrates governmental uses with pedestrian and civic uses. The purpose of the plan is to create a place that is in keeping with civic uses of the space as the seat of both provincial and municipal government. This project is an opportunity to coordinate the objectives of the Municipality, the Province, and other stakeholders and to consolidate various municipal and provincial offices into one locale.

Figure 1.2: Grand Parade with historic photo of Birk's site (1945) superimposed.



1.2 Background Information

Background information for the project dealing with previous studies, history of the site, the role of the area, visual character, land use and ownership, transportation, streetscape, and case studies of similar situations is contained in the Position Paper that was submitted earlier in the project.



Figure 1.3: Province House and surrounding buildings

1.3 Layout of this Report

Chapter 2 describes the Design Principles for the development of the study area. Within the context of creating an overall precinct, it is logical to describe the several sub-areas within the study area distinctly, given the different requirements of each sub-area. Therefore, Chapters 3 to 5 describe individual programs and design briefs for Province House, Grand Parade and Birk's/Truscan site. Chapter 6 provides some suggestions for implementation of the plan.

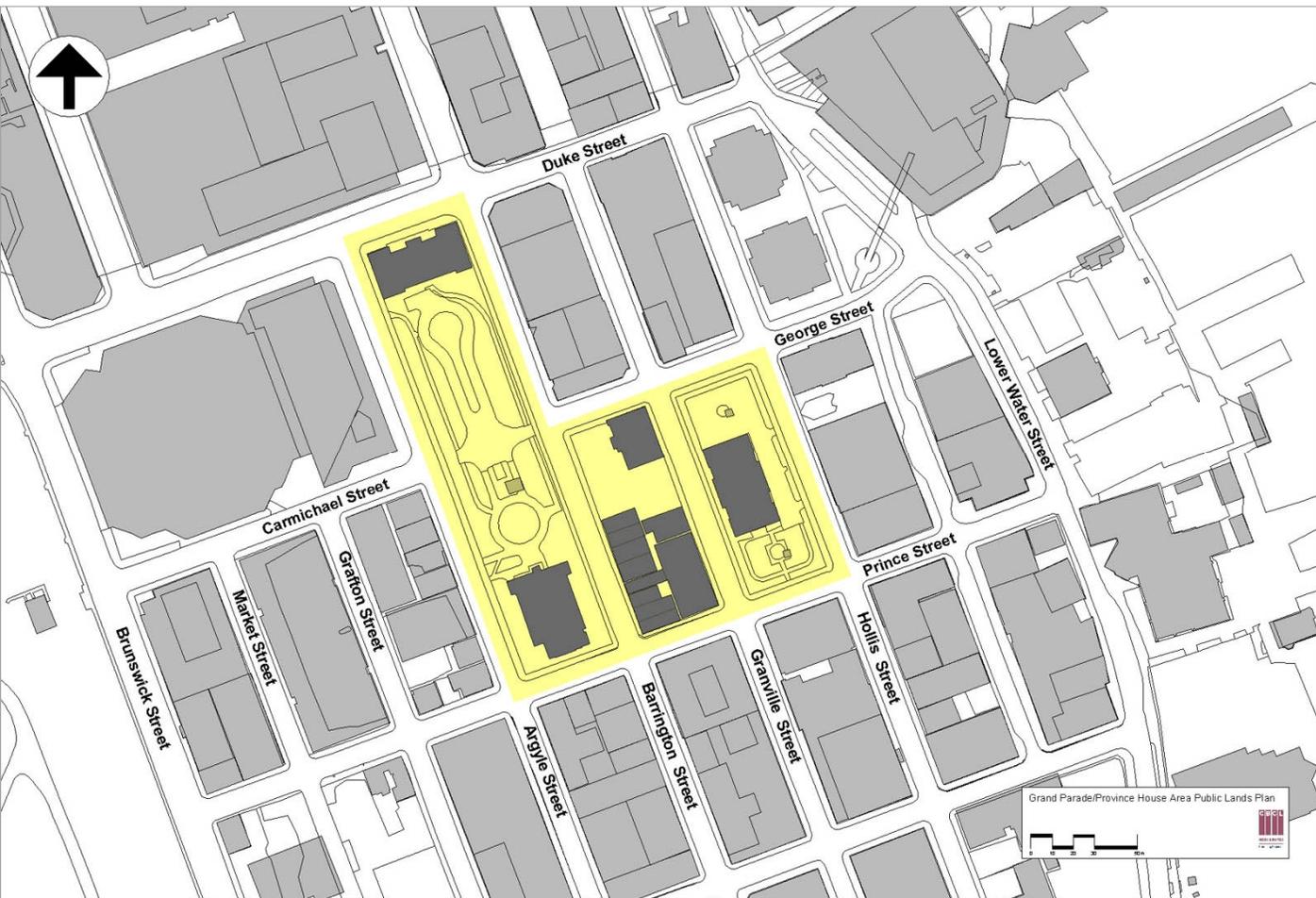


Figure 1.4: Site context

Chapter 2



2 Design Principles

Grand Parade and Province House play a remarkable role within the district - they are positioned at a powerful junction within the Downtown's texture. This is the place that links water with rise, old with new, bustling commerce with civic stature, places of work with quiet contemplation and citizens with their elected representatives.

2.1 Precinct Development

As determined through the consultation process, it is apparent that people see the study area as a special place within the city fabric of HRM and it is possible to mark it as a distinct precinct. As one participant said, the area contains all the “stars” (Province House, City Hall, St. Paul’s Church, the Grand Parade); they just need to be brought together to create a “jewel”. The area is recognized as the civic heart of city and the province, but needs to be made more memorable by a design that pulls all the stars together into a cohesive whole. The area needs an appellation that reflects its essence and its importance as a place within the city. For the purposes of this report, we use the title “The Capital City Precinct”. With the development of the George / Carmichael civic corridor, a name such as “Heritage Hill” could also capture the spirit of the locale.

2.2 The George / Carmichael Civic Corridor

Through the background research and consultation process, it became clear that the study area cannot be considered in isolation. The character of the area

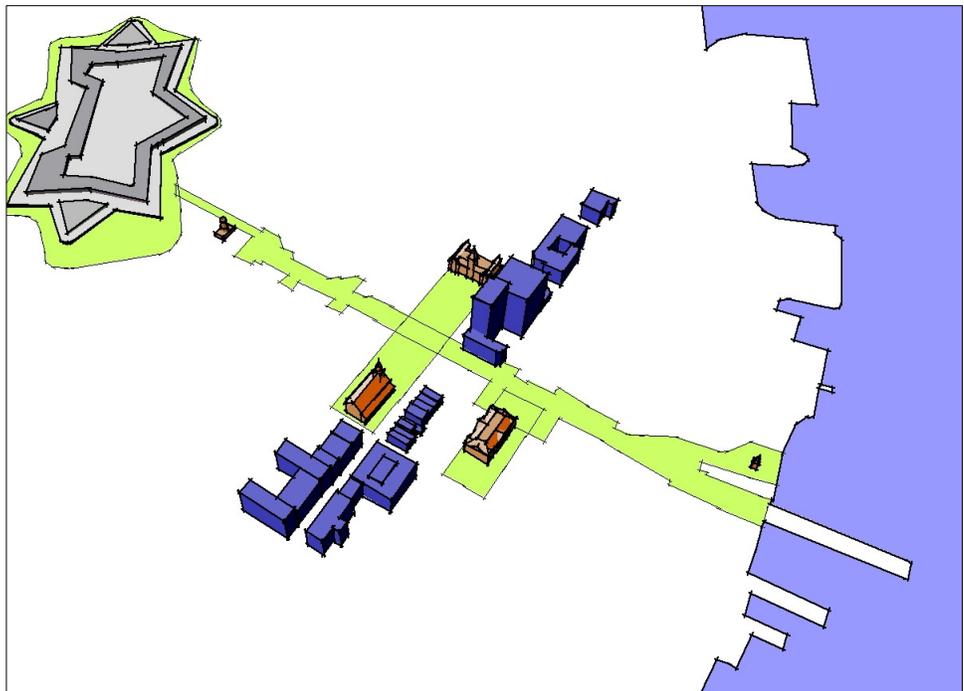


Figure 2.1: George / Carmichael civic corridor (green) with Citadel, harbor and Barrington Street

is not determined only by what is within the study boundaries, but also encompasses the views in and out of the area and the connecting spaces. The urban design of the area functions on its relationship to its surroundings.

The creation of a green linear park connecting the waterfront and the city is a powerful concept that emerged from the consultations and workshops associated with the project. Participants were excited by the power of the idea and the concept was a recurring theme in many of the ideas presented. This green link could be a memorable landmark within the downtown area creating an attractive walking route connecting important civic places such as the waterfront, the Nova Scotia Art Gallery, Province House, the Grand Parade (including City Hall, St. Paul’s Church, and the cenotaph), the World Trade and Convention Centre (WTCC), the Citadel, as well as the intersecting pedestrian axes of Argyle and Barrington Streets. These are public and quasi public institutions that speak to Halifax’s civic values in terms of governance, culture, history, and commerce.

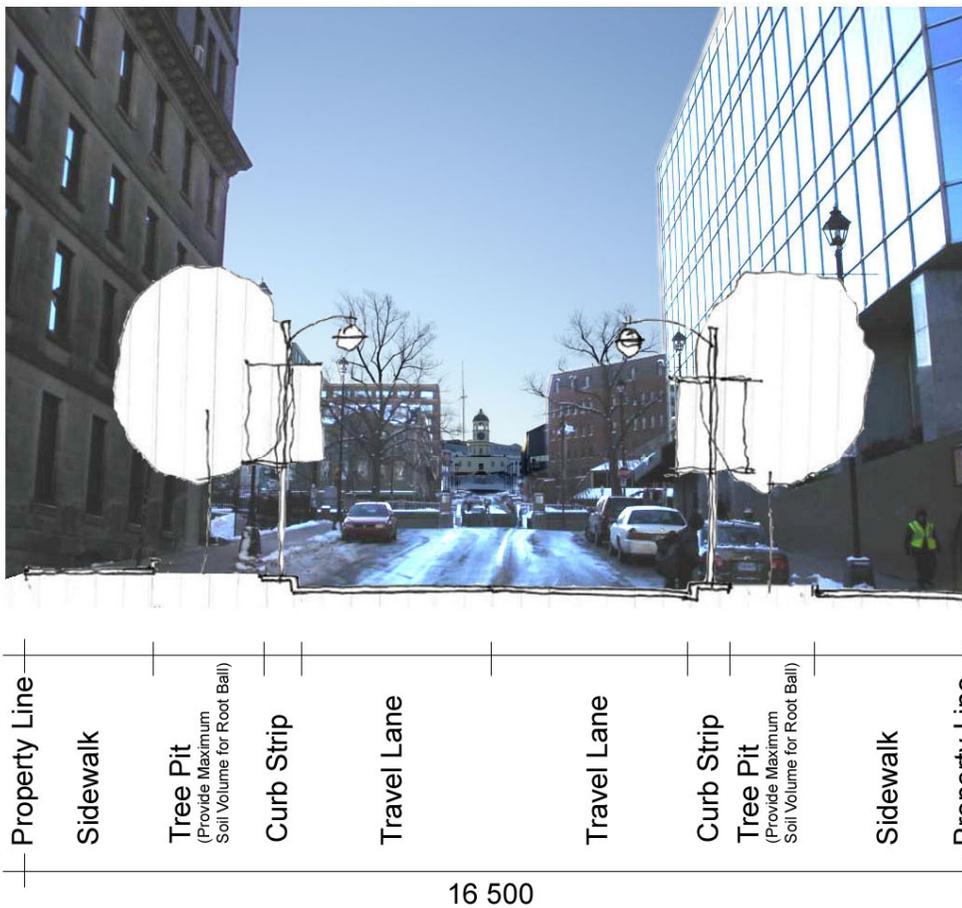


Figure 2.2: George / Carmichael Corridor: possible cross-section

The linear park is the integrative idea that provides the organizing principle for other elements in the Capital City Precinct. It is the linkage between the different “events” and is the route that people can follow. The power of the open spaces in downtown can be dramatically increased by creating linkages between them. While the full development of this concept was beyond the scope of work, all work in this project has been undertaken in a manner that will support it becoming reality.

Figure 2.2 provides an illustration of a possible cross-section for the George / Carmichael civic corridor that will accommodate the principles described in Figure 2.5. Figures 2.3 and 2.4 illustrate possible treatments for the corridor. A specific bike lane is not provided in order to maximize the width of the pedestrian corridor. While cyclists will benefit from a narrowed road travel lane that necessitates slower travel speeds, it should be noted that cyclists rarely travel up the corridor given its steepness and lack of connectivity to Brunswick St. at the top of the hill. Cyclists going downhill will be able to use the slope to gain momentum to travel as fast as other traffic. Bike racks should be provided at strategic locations along the corridor.



Figure 2.3: “Green Street” with Cistern Steps, Vine Street, Seattle

2.3 Description of Principles for the Study Area

Figure 2.5 illustrates the design principles that have been used in the development of the design briefs for the area. These principles were developed through the consultative process described in the Position Paper.

To emphasize the “special-ness” of the Capital City Precinct and the George / Carmichael civic corridor, the ground surfaces within the road rights-of-way should receive special treatment consisting of a coloured concrete road surface and concrete paver sidewalk. This change in ground surface will indicate to drivers and pedestrians that they have entered a special area.

The George / Carmichael civic corridor is the key organizing element in the area and the paving of this right-of-way should take precedence. The rights-of-way surrounding Grand Parade and Province House should be treated in a similar, but not identical fashion. This treatment will reinforce the importance of the George / Carmichael civic corridor, will allow Grand Parade to conceptually expand beyond the sidewalk and include the whole area from building face to building face and will further help to emphasize Province House as a landmark. While a variety of related earth tones (browns and or grays) is suggested for the colours of the concrete road surfaces and concrete paver sidewalks, it is recommended that the total palette of colours for all three areas be developed simultaneously to ensure that they create a harmonious composition.



Figure 2.4: Vine Street, Seattle

Street furniture (benches, bins, lights, etc.) within road rights-of-way should be provided as per the guidelines in the *Halifax Regional Municipality Capital District Urban Design Project*, by Gordon Ratcliffe Landscape Architects, Griffiths Muecke Associates, and Semaphor Design Co. in 2004. Since the Grand Parade and Province House grounds are not streets, different furniture should be selected to reflect this difference. Suggestions for appropriate furniture are provided for these areas in Chapters 3 and 4.

Heritage interpretation elements should be designed in accordance with *Volume II: Visual Identity and Wayfinding Signage Guidelines* of the *Halifax Regional Municipality Capital District Urban Design Project* (Ratcliffe et al., 2004). The “Capital City Precinct” should be added as a theme district within the *Volume II: Visual Identity and Wayfinding Signage Guidelines* (Ratcliffe et al., 2004).

Creating a strong connection between the waterfront and the Citadel draws these two features together, assisting in the interpretation of the area. Interpretive information and respite areas should be provided along the George / Carmichael civic corridor, and these features should be combined to create a series of events or “jewels on the necklace” that will provide “little rewards” to draw people along and continue the walk up the hill from the waterfront.

The stories of the area, its importance as the site of the founding of Halifax, the first seat of responsible government in the British Empire outside of England, the location of the first cathedral of the Church of England outside Britain, the location of the first war memorial in Canada (the Province House Boer War Memorial), its almost 200 years of continuous government use, and many other stories can all be woven into a “History Walk” or “Heritage Hill” that leads people along the George/Carmichael civic corridor. This walk could also be developed as a theme district within the downtown Halifax area. The interpretation can be the guide that encourages people to wander off the route to explore the wealth of interesting features of the area: the Nova Scotia Art Gallery, Province House, City Hall, St. Paul’s Church, the Cenotaph, the Citadel, etc. The stories to be told will require specific attention and the development of text and images within the context of an overall theme for the Capital City Precinct and the George / Carmichael civic corridor.

Chapter 3



3 Grand Parade

3.1 Program

In many ways this project will take Grand Parade back to its roots as a parade square. The overall goal is to create a large multi-functional space that will allow diverse events to occur in variety of configurations. The space will become more “sustainable” by being adaptable to a wide variety of uses accommodating more and different events, ensuring the space will remain useable over the long term. Figures 3.2 to 3.5 illustrate current activities that should continue to occur in the Grand Parade.

Figures 3.14 to 3.18 illustrate additional activities that are appropriate within a redesigned Grand Parade and the surrounding block.

The special treatment of the surrounding road and sidewalk surfaces as well as the increased emphasis on the connection to the waterfront and the Citadel along the George / Carmichael civic corridor will allow these spaces to feel more a part of Grand Parade, psychologically as well as physically (during special events) expanding the space. Openings are maintained and improved at all corners and along the George / Carmichael civic corridor to encourage the flow of people through the space.

While the space will operate as a whole, conceptually it can be broken down into 2 sub-areas with slightly different but overlapping functions: St. Paul’s / Cenotaph forecourt and City Hall urban events plaza (Figure 3.7). The forecourt is a more generally contemplative space and is slightly more gardenesque in character than the high energy hard surfaced urban events plaza.



Figure 3.1: Grand Parade



Figure 3.2: Remembrance Day Ceremony in Grand Parade



Figure 3.3: Band Concert in Grand Parade

The St. Paul's / Cenotaph forecourt is flattened out to create a gathering area that can serve either feature. For example, it can be a gathering area on Remembrance Day, a level area for a band during a ceremony, or a mustering / inspection point before people march into the Church. The western side of the area is developed as a terraced grass seating or standing area as illustrated in item 13 on Figure 3.13 and on Figure 3.6.



Figure 3.6: Proposed terraced seating along Argyle Street

This terraced area wraps around in front of the Church taking up the grade change and providing an additional viewing area focussed on the Cenotaph. The pathway and seating area described in item 29 provides a quiet area of respite overlooking Barrington Street. A direct driveway is provided along the front of St.

Paul's Church improving access for hearses and limousines during special events. The sidewalks along Barrington and Argyle should have visual precedence over the driveway (i.e. use mountable curbs in this area, sidewalk paving should continue across the entrance, no radii on driveway, etc.). Access to this driveway should be controlled by remote control moveable bollards at either end.

The City Hall urban events plaza is an area to accommodate large events. The area should be generally flat to easily accommodate crowds trying to view a

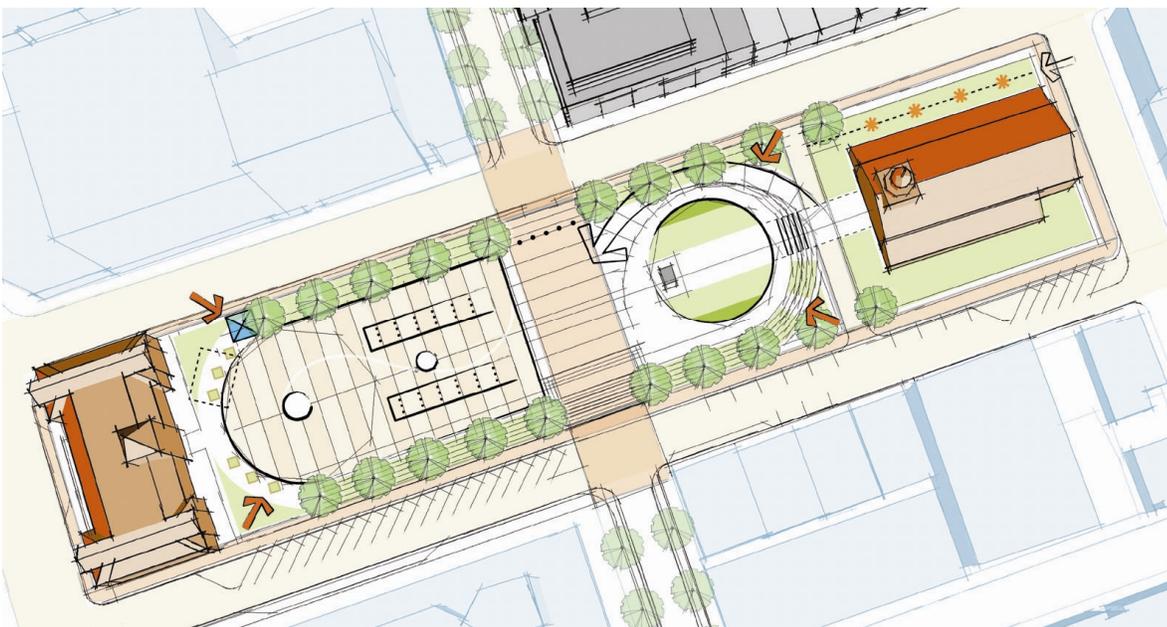


Figure 3.4: Lunch Break in Grand Parade



Figure 3.5: Juno Concert in Grand Parade

Figure 3.7: Grand Parade: Proposed Layout (for further details see Design Brief, Figure 3.13)

stage, the erection of tents where necessary, and the setting up of a skating rink in winter. Such a large open space could be dull, so a number of elements such as special paving, in-ground fountains and lighting (similar to Figure 3.8, 3.9 and 3.11), a kiosk selling drinks and light food (see item 8 on Figure 3.13 and Figure 3.12) and an area with movable tables and chairs (see Figure 3.11) have been recommended to ensure that the space remains activated when special events are not scheduled.

Figure 3.8: In-ground fountains in pedestrian mall



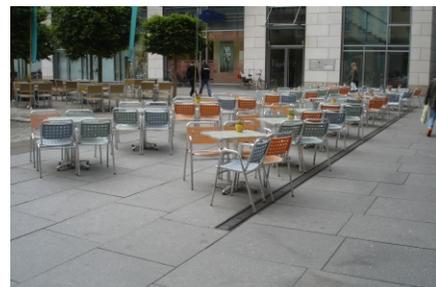
Figure 3.9: In-ground fountains with fiber optics lighting in urban plaza



Figure 3.10: In-ground lighting



Figure 3.11: Moveable chairs in urban plaza



3.2 Design Brief

Figure 3.13 provides the design brief for the Grand Parade.

Appendix C provides some guidelines for planting in Grand Parade. New specimen trees should be planted now to allow them to grow to a reasonable size before the existing trees are removed. Only turf should be planted on the edges of the urban events plaza and on the terraced grassed seating / standing area. Hardy, drought tolerant evergreens should be planted with colourful annuals in the moveable planter boxes. There can be a variety of evergreen and annual species uses as long as a symmetrical pattern can be produced on either side of City Hall.

Removal of the parking from the Grand Parade should reduce conflicts with events planning. Current guidelines are generally sufficient for controlling what



Figure 3.12: Contemporary kiosk/underground parking access placed in historic context

events are acceptable and managing use of the area. While the current guidelines prohibit commercial product demonstrations, public consultation indicated some support for a mid-week farmers / flower market, if issues dealing with vehicular access during the events and the quality of stands could be addressed. As an important place within the Halifax Regional Municipality, the use of Grand Parade should be dignified.



A permanent stage should not be built. Item 5 shows an optimal location; other stage locations may be determined by organizers to allow the space to work most efficiently for their event. It is imperative that a detailed design of the events plaza creates a

space with maximum flexibility that can accommodate a wide range of events. The entire Grand Parade surface should be kept clear of all obstacles such as electrical boxes, heating and cooling vents, exhaust fans for underground parking, etc. Special consideration must be given to the location and consolidation of these items. Appendix F contains proposed Grand Parade Special Events Draft Guidelines with a list of events considered appropriate for Grand Parade. Figures 3.14 to 3.18 illustrate some of those activities.

The outdoor furniture in Grand Parade should be highly durable. Figure 3.20 provides some suggestions for suitable furniture. However, more important than the ultimate style of the furniture is the selection of solid and authentic materials. If historic looking furniture should be chosen for Grand Parade, it is imperative that *real, solid and 'honest'* materials be used. The use of ersatz historical furniture on this very urban square would detract from the overall quality of the space. The existing bicycle racks in front of City Hall should be kept and further expanded. It is also recommended that St. Paul's Church consider the provision of bicycle parking in front of their building. Moreover, the refurbishment of Argyle Street as suggested below will create spaces for bicycle parking in the street right-of-way (see Figure 3.19).

Argyle Street should be redesigned with the priority on human interaction, where residents, businesses, pedestrians and cyclists have, at the very least, equality with cars. By doing so, Argyle Street will function as a natural extension of the public realm of Grand Parade. The layout should not exclude cars and other motor vehicles, but should be designed to make drivers aware that they are driving in an area where pedestrians and other users are equally if not more important. It is recommended that the street is at the same grade as curbs and



Figure 3.14-18: Events and activities proposed for Grand Parade



Figure 3.19: Proposed layout for section of Argyle Street with seating, bike parking and angled vehicle parking

sidewalks. The angled parking, the bulbs for seating and bicycle parking, the level surface of the area should provide cues to drivers to slow down and proceed with caution. Appendix E provides a set of heritage interpretation and wayfinding guidelines for Grand Parade.



Figure 3.20: Suggestions for suitable furniture in Grand Parade

There was support on all levels for the elimination of parking within the Grand Parade. Councillors supported the idea and expressed the need for them to have secure replacement parking, continuously available in a location convenient to City Hall. St. Paul's Church also expressed their need for a number of parking stalls in very close proximity to their building and noted that this parking was guaranteed under the agreement negotiated when the road in front of the church (St. Paul's Hill) was closed in the late 1970's.

The strong public sentiment towards the elimination of parking within Grand Parade, as well as the civic and symbolic importance of this central public space warrant immediate and tangible solutions, which solve this long-standing issue.

The following implementation process is proposed:

- As a short-term solution, immediately relocate councillors and senior staff parking from the City Hall plaza at the north end of Grand Parade to the municipal property on the Birk's / Truscan site as recommended in staff report to Halifax Regional Council entitled *Parking – Grand Parade* (December 14, 2004). Respect the agreement between City of Halifax and St. Paul's Church that provides Rector with parking in the Grand Parade, accommodation for access for ceremonial vehicles during weddings and funerals in St Paul's Plaza, and parking for elderly and disabled parishioners for Sunday morning services, but limit this access to the turning circle in front of the Church. Negotiate with the Church to limit the number of cars that may park in the circle in periods where there are no Church services or other Church-sponsored special events. Strictly enforce general parking ban within Grand Parade between the Cenotaph and City Hall. Place removable bollards on the Barrington Street access to allow vehicle access for major deliveries and special events to enter the area. Gates should not be used as this will physically and psychologically block pedestrian access as well. Place permanent bollards on the Argyle Street access. Establish a suitable time (say from 7:00 AM to 10:00 AM) during which the access from Barrington Street will be open to allow deliveries to the front door of City Hall. Establish a permanent loading zone off Duke Street.
- In the long-term, underground parking should be created underneath the Grand Parade (see Figure 3.27), when the rehabilitation of the Barrington Street retaining wall and the landscape improvements to create the urban events plaza in front of City Hall are imminent. Without a detailed geo-technical analysis of the ground condition under the Grand Parade, it is

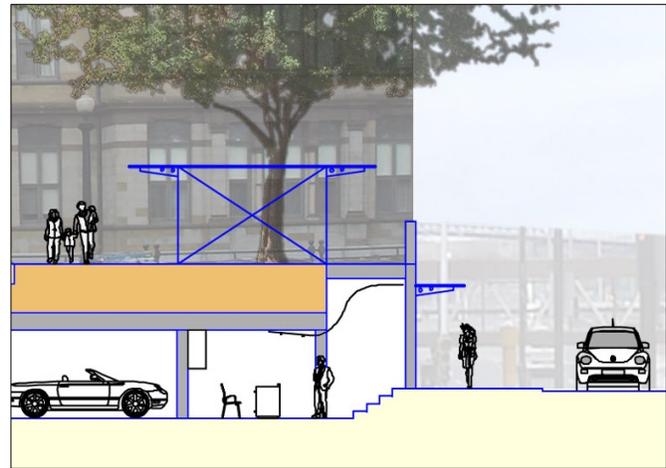
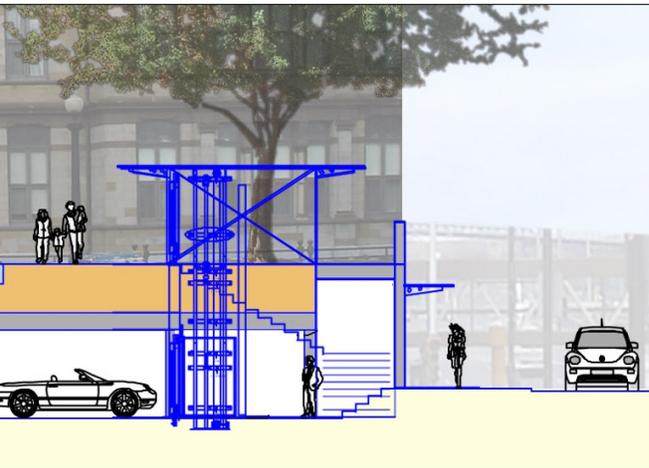


Figure 3.21: Parking in Grand Parade during event at Metro Centre

estimated that construction costs would vary from \$2,200,000 to \$2,750,000 if only half the area was bedrock (see Appendix A). This estimate is based upon the provision of 70 parking spaces available to City Hall and the public. More stalls should be created if possible. The parking garage should be accessible from the City Hall basement and furthermore from Grand Parade via an elevator and stairs integrated into a glass kiosk located at the Barrington side of the plaza (Figure 3.22). As an alternative, the kiosk, and elevator with an associated stair well could be located on the Argyle side of the Grand Parade providing access from the parking garage to Grand Parade and Argyle Street as well. Four surface parking spaces should be created in front of St. Paul’s Church as shown in Figure 3.26, when the area between the Cenotaph and the Church is redeveloped.

Figure 3.22: Sketch depicting access to underground parking via elevator and stairs

Figure 3.23: Sketch depicting shops utilizing arches in wall along Barrington Street wall



- If construction of a new building on the Birk’s / Truscan site eliminates HRM parking on that lot before the construction of the underground parking, implement alterations to Argyle Street as shown in Figure 3.25 and 3.26. This reconfiguration can be done easier and is not dependent on the elimination of parking on the Birk’s / Truscan site. Initiate pilot study (see Figure 3.24) that guarantees 25 reserved parking spaces on Argyle Street during Council evenings. However, it must be noted that reserved on-street parking for councillors and staff is not currently possible under the Traffic Authority. Implementation will require closure of the street similar to Chebucto Landing at the Halifax Ferry terminal. This will require special consideration by council and may be more difficult to implement than other solutions. Allow these spaces to be marked during other scheduled council meetings such as budget debates. The reconfiguration of Argyle Street, by providing additional parking spaces during periods when Council is not in session should alleviate concerns regarding “the potential detrimental effects on nearby business from the loss of convenient short term parking”



Figure 3.24: HRM pilot parking study

expressed in the Parking – Grand Parade staff report to Halifax Regional Council. If the accommodation of councillor parking on Argyle Street is not considered viable, security arrangements should be made to accommodate council meeting parking needs in the St. George’s Hotel or Scotia Square parking garages. The improved pedestrian environment on Argyle Street is not dependent on the provision of councillor and staff parking and should be undertaken even if an alternative parking solution is found.



Figure 3.25: Argyle Street: "Living Street" layout and proposed parking configuration between Duke and Carmichael

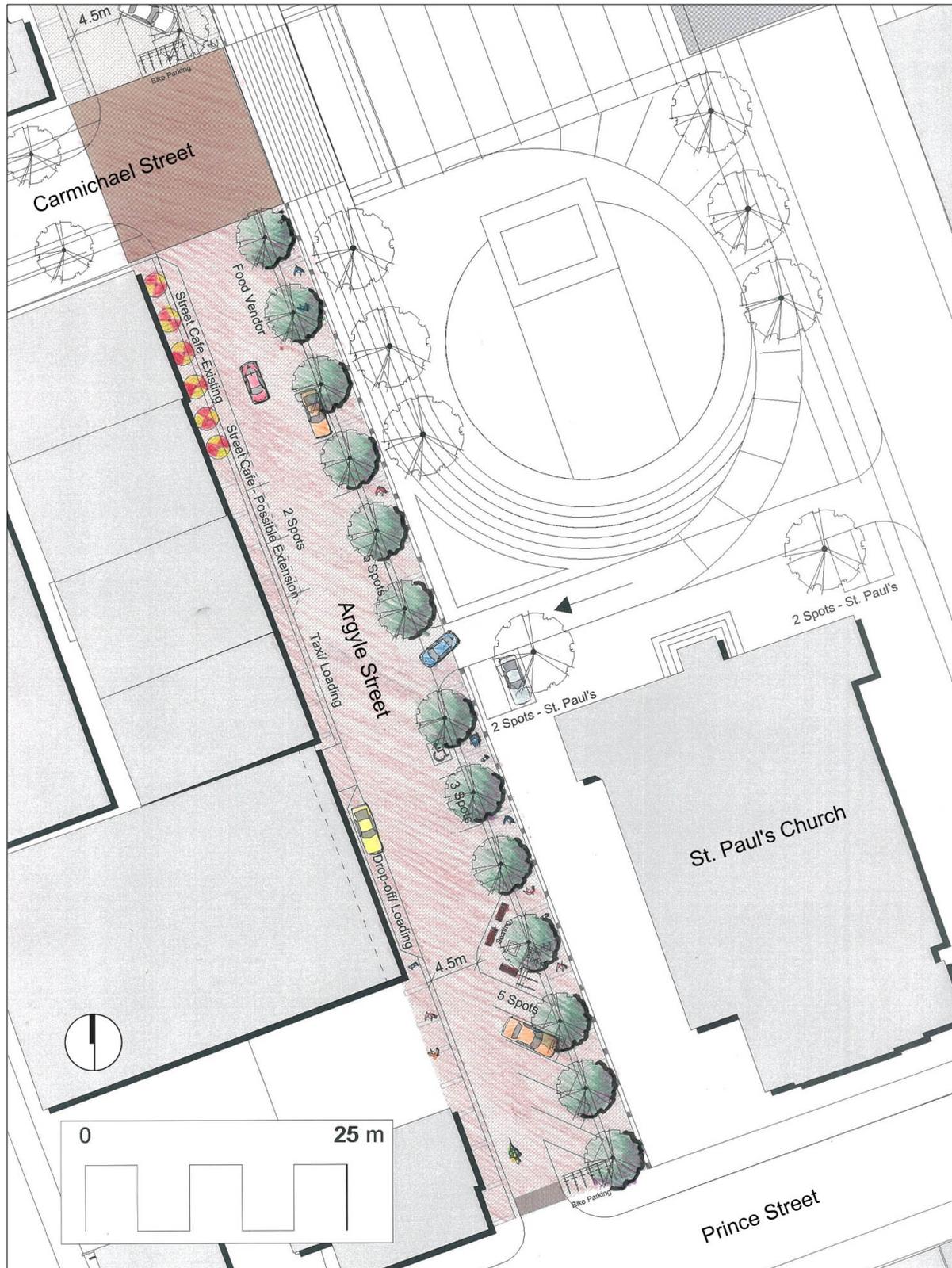


Figure 3.26: Argyle Street: "Living Street" layout and proposed parking configuration between Carmichael and Prince



Figure 5.12: Cross section Grand Parade with underground parking, terraced seating, in-ground fountains and elevator access.

Chapter 4



4 Province House

4.1 Program

The goal is to make Province House a landmark within the urban fabric of downtown Halifax and all of HRM. To do this, the uniqueness of the building should be emphasized and its setting should be made as distinctive as possible. All grounds surrounding the building should be developed as historically based gardens to provide an appropriate setting for this important civic building.

While its style and massing make Province House markedly different than the surrounding high rise buildings, passers-by, especially drivers along Hollis Street, do not tend to notice it. The expansion and enhancement of the gardens around the building will create a green jewel in the heart of the hard-edged downtown landscape (see Figure 4.2 for an historic illustration that demonstrates this concept). The provision of provincially themed flags and banners on the surrounding streetscape could also add to the presence of the site. The building and grounds should be more inviting to visitors to show off this unique asset and to encourage tourism visits. Dramatic lighting of the façade will also emphasize the presence of the building at night.

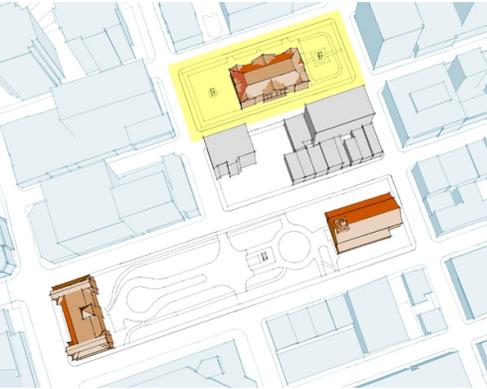


Figure 4.1: Province House Grounds



Figure 4.2: Historic image of Province House

The conception of a green link from the waterfront to the Citadel on the George/Carmichael civic corridor envisions a strong relationship between the corridor and adjacent open spaces. The removal of parking from the northern part of the Province House grounds and subsequent landscaping of the space would greatly enhance the functionality of the corridor and help celebrate the importance of Province House along this new pedestrian link. The removal of parking from this area could occur in the cordial spirit and momentum of the deletion of parking from Grand Parade and could thus demonstrate a critical

contribution of the provincial and municipal representatives to the vitality of the Capital Precinct.

4.2 Design Brief

Items 35 to 49 on Figure 3.13 provide the brief for the redevelopment of the Province House Grounds.

Figure 4.4 is based on a concept plan developed in a previous study¹ of how the grounds could ultimately be organized. Figure 4.5 is a perspective of the proposed layout of the northern end of the grounds from the same study. The grounds should be developed in the style of Victorian gardens.

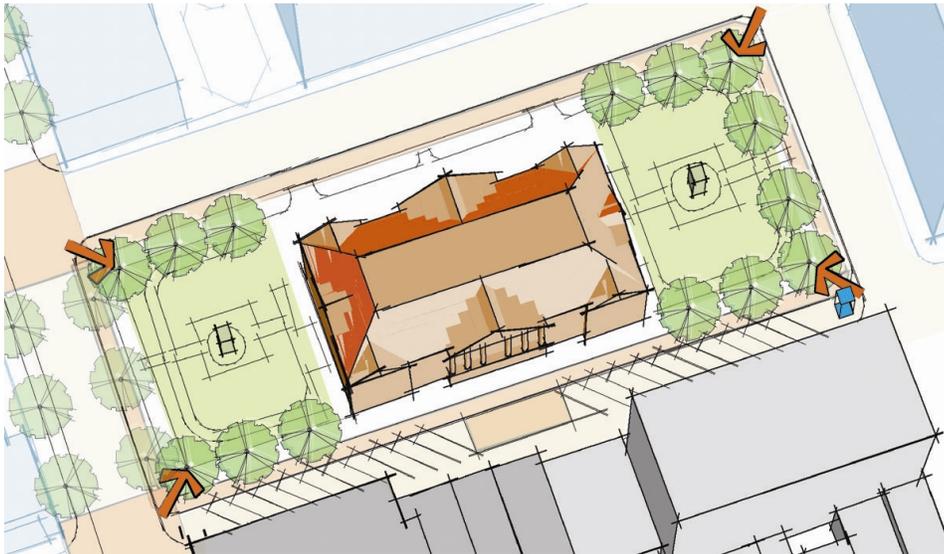


Figure 4.3: Proposed layout for Province House Grounds (for further details see Design Brief, Figure 3.13)

Item 41 recommends the placement of benches and other furniture in the garden area. This furniture can be similar in style to what is recommended in the *Halifax Regional Municipality Capital District Urban Design Project* (Gordon Ratcliffe Landscape Architects et al., 2004), but given the importance of the location and opportunities for increased security, it is suggested that more natural or authentic materials, such as real wood and cast iron be used to give the area special character.

Item 35 recommends placing vertical elements at the corner of Granville and George and Granville and Prince in relation to the sculptures at Granville and Duke (see Figure 4.6) to “book-end” the street and create visual interest to draw people from the Granville Mall to the area.

¹ Gordon Ratcliffe Landscape Architects in association with Barrie and Langille Architects Limited, *Open Space Design Study*, 1991.

Items 46 to 48 on the Design Brief (Figure 3.13) discuss the parking options for Province House (see also Figure 5.11 and 5.12). There are approximately 60 parking spaces required for MLA’s and staff associated with Province House as compared to the approximately 30 spaces required for Councillors and staff at City Hall. However, given the perception that the Province House grounds are more private (created by the limited pedestrian access to the space as a result of the less permeable fencing and the presence of a security guard for the parking), the public sentiment about parking around Province House is less voluble.

Figure 4.4: Proposed layout for Province House Grounds with accessible parking in southern gardens (based on Ratcliffe Study)

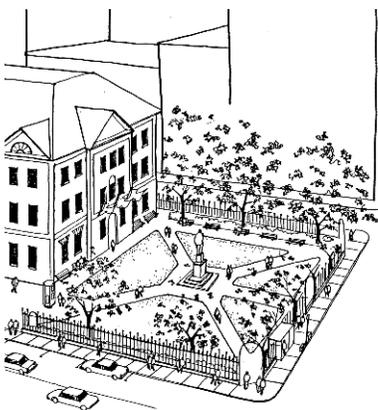
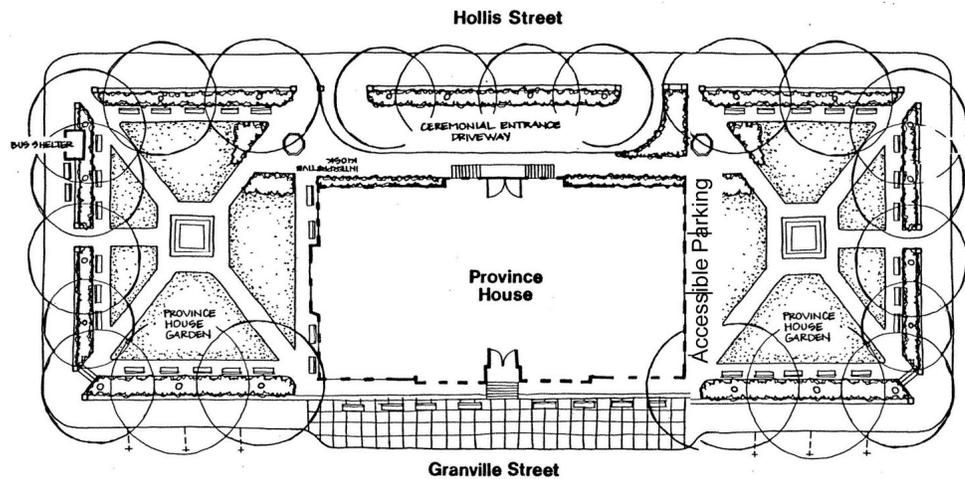


Figure 4.5: Proposed layout northern Province House Grounds (from Ratcliffe Study)

It is proposed that the parking currently located on the Province House grounds ultimately be located in the parking garage under the new building on the Birk’s / Truscan site. Since it is the only area available for the creation of new parking adjacent to Province House, this parking should be available for MLA’s and key Province House staff, no matter who ultimately develops the Birk’s / Truscan site.

If the construction of the new building on the Birk’s / Truscan site is to be more than 6 or 7 years in the future, consideration should be given to temporarily relocating the parking from the northern side of Province House to the southern side. However, this temporary relocation should only occur after or in concert with the improvements to the George / Carmichael civic corridor. The greening of the grounds on the northern side of the building and the improvement of linkages to the George / Carmichael civic corridor as it develops its presence as a key feature in the downtown area is of prime importance to the development

of the landmark status of Province House and the more welcoming character that is desired for the institution. If temporary parking is created on the southern part of the grounds, permeable grass paving should be used to mitigate the environmental and visual impact of the temporary parking.



Figure 4.6: "Gate Structure" at Granville Mall

Chapter 5



5 Birk's / Truscan Site

5.1 Major Considerations

This site includes the existing parking lot between Barrington and Granville Streets at George Street, and the present Hansard (Acadian Recorder) and Dennis Buildings.



Figure 5.1: Birk's/Truscan Site

The *Site Capacity and Feasibility Study-Halifax Site: Granville, George and Barrington Streets*² was prepared for the NS Department of Transportation & Public Works to examine the potential for creating new office space on this site to house the support functions of Province House and related provincial and/or municipal services. The size of the building created was based on the premise of utilizing all available airspace, and on the stabilization of the existing façade of the Dennis Building, coupled with the demolition of the existing building structures behind. In this current study, based on the urban design guidelines (including the provision of a transition to adjacent heritage buildings by stepping the new building height and providing step backs on upper floors and at the Dennis Building interface) and the manipulation of floor levels in the new building to match window levels in the Dennis Building, the square footage of the new building will be significantly less.



Figure 5.2: Dennis Building from Granville Street

Ownership of the site is parcelled between HRM and the Province. The whole site area as a unit is required to create an efficient office floorplate. Shared use of a building on site was discussed in joint meetings with the province and HRM. It was agreed that the possibility of a joint service centre on the ground floor could be explored. Since both the Provincial and Municipal requirements already exceed the space available, it would appear reasonable that the office space should be occupied by only one level of government. The key for the development of the Birks / Truscan site is a real estate deal between Province and HRM. The two levels of government should begin discussions to resolve the tenure of the entire site area under one owner.

² AMEC E&C Services Limited, *Site Capacity and Feasibility Study-Halifax Site: Granville, George and Barrington Streets*, December 2003.

Given this situation, the urban design guidelines for the building should be instituted no matter who owns it, whether it is HRM, the province, or another party. What is important is that the right building, that complements the other buildings in the area and contributes positively to the development of its surroundings, gets built.

The future of the Dennis Building is one of the key considerations for the redevelopment of the site. Many people highly value the Dennis Building (see Appendix C for a preliminary outline of the history of the Dennis Building prepared by Elizabeth Pacey) and consider it a very important part of the area and a key piece in the immediate context of Province House square. Therefore, a range of redevelopment options has been formulated for consideration.

Without additional design and investigation, it is not possible to give reliable cost estimates for the construction of the various options. However, order of magnitude costs have been developed for comparative purposes only (see Appendix G). Further design and investigation are required in order to create more accurate estimates that could be used for budgetary purposes. Cost per square foot of rentable space (exclusive of parking) has been used to allow a meaningful comparison of relative costs of the options.

OPTION 1: Determine What Uses Could Be Accommodated in the Dennis Building with Minimal Changes to the Structure

Office Space (Gross)	89,000 square feet
Total Cost of Option	\$21,254,621
Cost per square foot of rentable space (exclusive of parking)	\$239

During consultations for this project, it was suggested, as an additional study to round out the planning for the site ensuring that it is looked at from all perspectives, that a heritage architect be hired to determine what uses could be contained within the current structure with minimal changes to the building.

If appropriate uses can be accommodated within the Dennis Building, the heritage architect must consider how the building will fit into the overall site to allow for the creation of office spaces on the remaining site area. The study should include costs estimates for the rehabilitation and retrofit of the Dennis



Figure 5.3: Birk's/Truscan Site from Barrington Street

Building as well as the creation of new office space, so that comparisons to the costs developed in the AMEC study³ can be done.

Pros:	Cons:
<ul style="list-style-type: none"> ▪ Building could be preserved intact. ▪ The building would maintain its presence in the urban landscape of downtown Halifax. ▪ The building could become fully active, if it is possible to identify functions that would find the space available appropriate. ▪ Storied past and architectural prominence provide excellent interpretive value. ▪ Economic benefits could include enhanced fund-raising for project, enhanced tourist dollars. ▪ Authentic retention of an important heritage building could be seen as a valuable legacy for municipal/provincial government. ▪ Restoration can be cost equivalent or less expensive than new construction. 	<ul style="list-style-type: none"> ▪ Building will not provide Class A office space limiting government use and in fact may not be able to accommodate any office use other than that currently found within. ▪ The capacity for underground parking would be significantly compromised. ▪ Redevelopment of remainder of Birk's / Truscan site could require creative solutions that may impact building capacity or potentially be costly to construct. ▪ Given the poor condition of the building (water leakages, mould, etc.) renovations to make it fully habitable could be very expensive.

OPTION 2: Incorporate Façade of Dennis Building into New Building



Office Space (Gross)	89,000 square feet
Total Cost of Option	\$29,675,757
Cost of Option (exclusive of parking)	\$23,675,981
Cost per square foot of rentable space (exclusive of parking)	\$266

Figure 5.4: Barrington Place at Granville Mall

³ AMEC E&C Services Limited, *Site Capacity and Feasibility Study-Halifax Site: Granville, George and Barrington Streets*, December 2003.

⁵ CBCL, May 2006

The key issue with this option is the technical difficulty, expense and constraints to site development created by trying to structurally support a seven storey façade while building new behind it. Therefore, if this option is considered, it is recommended that the façade be disassembled and reassembled on-site at the appropriate time during construction of the new building. An example of a historic façade convincingly incorporated into a new building in Halifax is Barrington Place on Granville Mall (Figure 5.4). Another example that incorporates historic facades into a modern development is BCE place in Toronto (Figure 5.5). This 2.6 million square foot complex is comprised of shops, restaurants and office space and combines two modern office towers with twelve 19th century buildings. Their facades have been restored to their 1850's charm and continue to occupy their original positions within a contemporary context. The central feature is the Gallery and Heritage Square design by award winning architect Santiago Calatrava.



Figure 5.5: BCE Place: Façade of Old Merchant's Bank incorporated into contemporary gallery

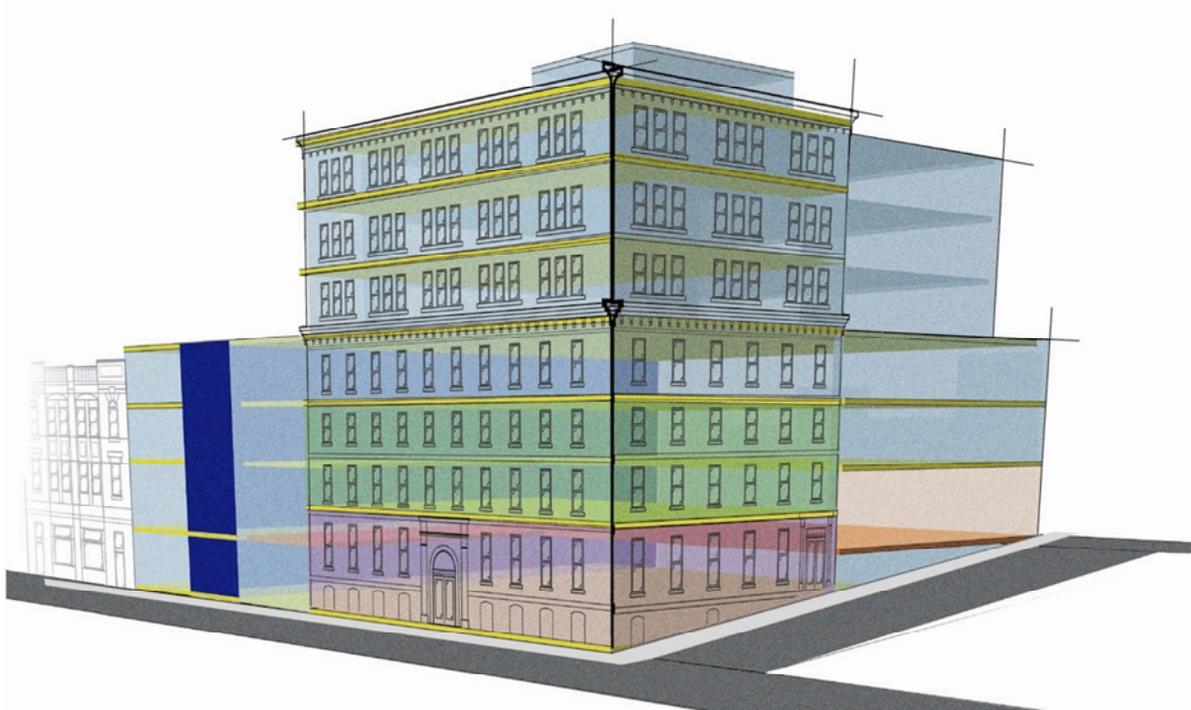


Figure 5.6: Façade of Dennis Building incorporated into new structure (for further details see Design Guidelines, Figure 5.9)

Pros:	Cons:
<ul style="list-style-type: none"> ▪ The shell of the building would be conserved, maintaining its presence in the urban landscape of downtown Halifax. ▪ Architectural prominence would be maintained. ▪ Authentic retention of an important heritage facade could be seen as a valuable legacy for municipal/provincial government ▪ Economic benefits could include enhanced fund-raising for project, enhanced tourist dollars ▪ Proper floor-to-floor heights to accommodate the requirements of a modern office building could be created. ▪ Current Building Code requirements could be met. ▪ A minimum of 60 to 70 underground parking spaces could be provided on site. Additional parking space could be supplied by providing additional storeys underground. ▪ The building could incorporate all the features of sustainable design, including building envelope, indoor air quality and renewable materials. ▪ The new building could follow urban design guidelines that incorporate the built form requirements for relating to the surrounding heritage context. ▪ The existing vertical spacing of the windows at the Dennis Building will require the creation of some double height rooms on the bottom floors. These high ceilinged spaces would be appropriate to large space and ceremonial / official uses. 	<ul style="list-style-type: none"> ▪ Disassembly and reassembly of the façade will be expensive and technically challenging. ▪ The existing vertical spacing of the windows on the Dennis Building requires some very careful design to accommodate modern office requirements within a tight floor-to-floor height of 12 feet (13 feet is preferred). See Figure 5.7. ▪ The requirement for double height floors at the bottom of the Dennis Building to accommodate the building's window pattern reduces the overall capacity of the building and necessitates the creation of a mezzanine situation in the centre of the new building (see Figure 5.7)

Disassembly and reassembly of the Dennis Building façade could allow insertion of additional brick courses to enable the structure to better accommodate the desired minimum floor to floor heights (13 feet). However, this would severely detract from the authenticity of the heritage preservation work and would likely attract a strong negative response from the heritage community.

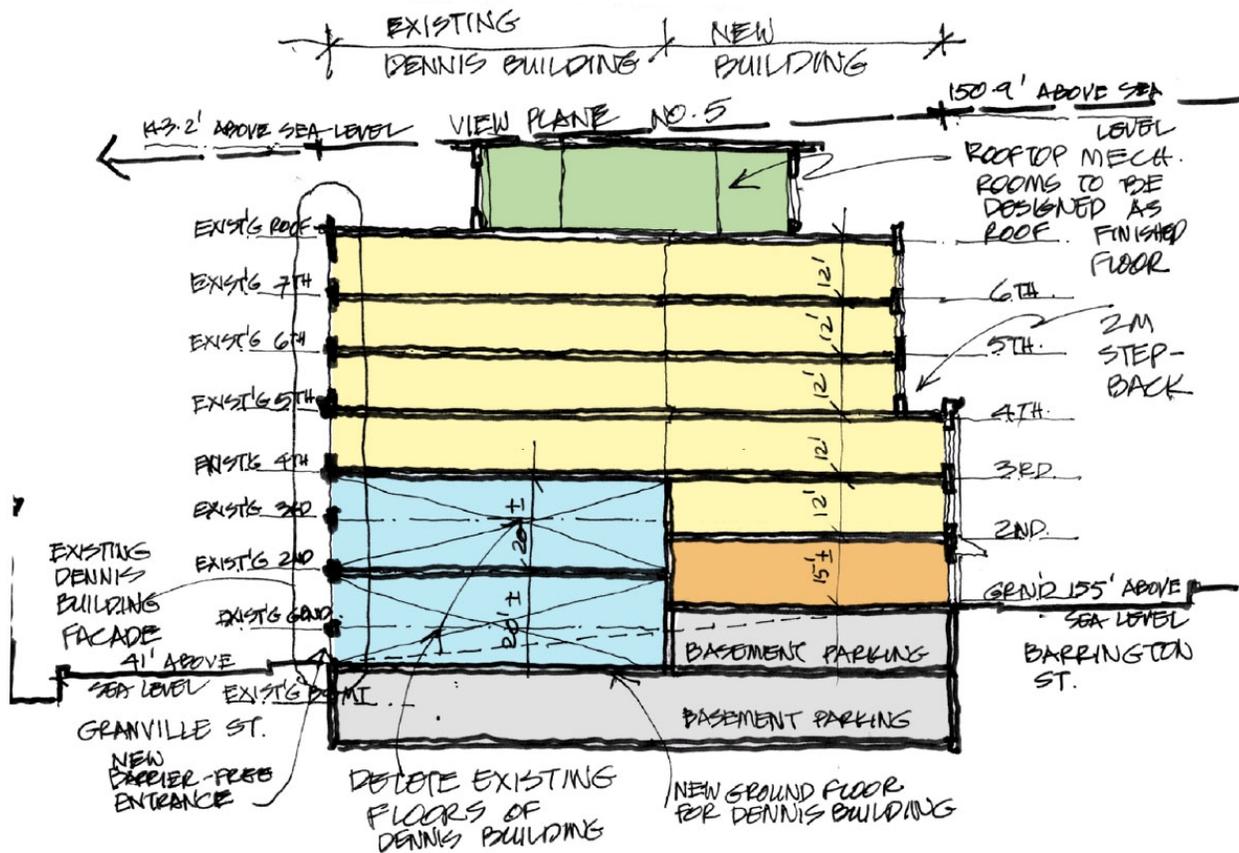


Figure 5.7: Possible floor configuration of new structure behind Dennis Buildings facade

OPTION 3: Demolish Existing Building and Construct New Building

Office Space (Gross)	89,000 square feet
Total Cost of Option	\$24,919,837
Cost of Option (exclusive of parking)	\$18,920,061
Cost per square foot of rentable space (exclusive of parking)	\$213

Pros:	Cons:
<ul style="list-style-type: none"> ▪ Floor-to-floor heights could be set as desired. The vertical spacing of the windows on the Dennis Building would not have to be accommodated. ▪ Current Building Code requirements could be met. ▪ A minimum of 60 to 70 underground parking spaces could be provided on site. Additional parking space could be supplied by providing additional storeys underground. ▪ The building could incorporate all the features of sustainable design, including building envelope, indoor air quality and renewable materials. ▪ The new building could follow urban design guidelines that incorporate the built form requirements for relating to the surrounding heritage context, including providing an appropriate backdrop for Province House. ▪ The site will be able to be used more efficiently since the vertical spacing of the windows on the Dennis building does not have to be accommodated. ▪ It will be a less expensive option, since new construction would not be constrained by the Dennis Building. 	<ul style="list-style-type: none"> ▪ The Dennis Building, a building of great importance to many community stakeholders, including the Heritage Trust, is not preserved. ▪ The historic backdrop of Province House Square would be further degraded. ▪ The continued degradation of the historic character of downtown Halifax could have a long-term negative economic impact (loss of tourism dollars) and overall loss of economic potential for future generations. ▪ Interpretive value of entire Province House square would suffer by loss of an important piece that contributes to the ability to tell the story of the history of development of the area.

The Provincial Government, as owner of the Dennis Building, has stated that they will undertake a complete historic and heritage evaluation of the building prior to make any decisions on its disposition.

OPTION 4: Keep Every Second Floor of the Dennis Building

Office Space (Gross)	75,600 square feet
Total Cost of Option	\$21,768,142
Cost per square foot of rentable space (exclusive of parking)	\$288

Pros:	Cons:
<ul style="list-style-type: none"> ▪ Maintains the shell of the Dennis Building. ▪ The building would maintain its presence in the urban landscape of downtown Halifax. ▪ Creates high ceilinged rooms appropriate to large space and ceremonial / official uses. 	<ul style="list-style-type: none"> ▪ Difficult to create efficient floor plates in new building on the remainder of the site unless the same floor-to-floor heights are created. ▪ Reduces overall square footage of building impacting capacity. ▪ Eliminates possibility of underground parking on the entire Birk's / Truscan site. ▪ A new service core would be required to accommodate increased building capacity, necessitating demolition of the existing elevator core. ▪ Given the poor condition of the building envelope (water leakages, mould, etc.) repair to the façade could be potentially expensive, but cheaper than new construction. ▪ The capacity for underground parking would be significantly compromised on the entire site.

OPTION 5: Preserve the Bottom Four Storeys and Build New on Top

Figure 5.8 provides an illustration of a building that has been treated in a similar way.

Office Space (Gross)	80,000 square feet
Total Cost of Option	\$21,447,478
Cost per square foot of rentable space (exclusive of parking)	\$268



Figure 5.8: Example of new structure erected on existing building

Pros:	Cons:
<ul style="list-style-type: none"> ▪ Maintains the oldest portion of the shell of the Dennis Building, but ignores the historical evolution of the building. ▪ The existing vertical spacing of the windows at the Dennis Building will require the creation of some double height rooms on the remaining floors. These high ceilinged spaces would be appropriate to large space and ceremonial / official uses. ▪ Proper floor-to-floor heights to accommodate the requirements of a modern office building could be created on new top floors. ▪ Current Building Code requirements could be met. ▪ The building could incorporate all the features of sustainable design, including building envelope, step-back for upper (new) floors, indoor air quality and renewable materials. ▪ The new building could follow urban design guidelines that incorporate the built form requirements for relating to the surrounding heritage context. 	<ul style="list-style-type: none"> ▪ Heritage groups and other who want the Dennis Building preserved are unlikely to be satisfied. ▪ Remaining floor plates will likely still require reconfiguration. ▪ The capacity for underground parking would be significantly compromised on the entire site. ▪ A new service core would be required to accommodate increased building capacity, necessitating demolition of the existing elevator core. ▪ Interior column spacing may not suit commercial / office use and could be expensive to adjust.

To determine the appropriate response for the preservation of the Dennis Building, it is recommended that a detailed investigation of the heritage value of the building be conducted so that all deliberations can be considered within this context (see Appendix C for initial information). Next, it is recommended that a heritage architect be hired to carry out an investigation of the Dennis Building within the parameters mentioned under Option 1 above. With the completion of the investigation of heritage value and the potential for re-use of the Dennis Building in its current form, a decision can be made on the preservation of the Dennis Building shell and the best way to proceed with overall site development. Given the clear preference of the public to maintain the Dennis Building, if removal of the building is seriously contemplated, there must be a compelling and clearly articulated reason for so doing. As stated by one participant in the consultative process, “it needs a big argument, not a series of small arguments” to justify demolition or significant alteration. In selecting the final option for the redevelopment of the site, it must be recognized that the project is about more than just creating the most efficient / cost-effective building. Additional funds may have to be invested to create the right building for the site that addresses issues in the surrounding area, including having good manners and respecting surrounding heritage buildings, as well as trying to solve some of the parking problems and requirements of its ultimate owner.

5.2 Urban Design Principles

Figure 5.9 illustrates the urban design principles for the development of the Birk’s / Truscan site. Given the public support for the preservation of the Dennis Building, they are predicated on the adaptive re-use of the shell of the building on George and Granville Streets.

In general, the goal is to create a “well mannered” building that respects and supports the character of the neighbouring buildings (Figure 5.10). While the façades along Barrington, wrapping down George Street to the interface with the Dennis Building, and along Granville between the Dennis and Hansard Buildings should be modern, they should respect the goals outlined in the *Barrington Street Historic District Revitalization Draft Plan* (HRM, 2005) and HRM Municipal Planning Strategy policy 7.2.1. The Barrington Street façade should provide an appropriate transition from fine grained older structures to the south to large modern buildings to the north.

The design of the building should be of the highest quality. The best design for the site should be chosen to create a world-class building befitting its prominent site. The new building should be a leading example of green architecture. The building developer will need to determine their space requirements. The urban design principles on Figure 5.9 can be used as basis for creating a brief for the physical character of exterior of building. The design competition process will allow a variety of solutions to be presented and a selection can be made of the design that best reflects the letter and the spirit of the site development goal, creating a building that will be a “landmark” based on the appropriateness of its response to local conditions.

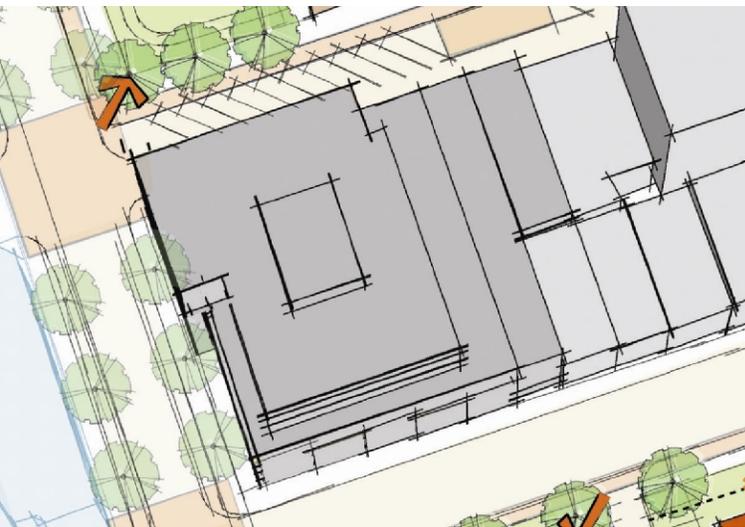


Figure 5.10: New Birk's building:
Proposed building envelope

It is recommended that the new building should provide as much underground parking as possible. As noted in Section 4.2, a minimum of 60 spaces should be reserved in the underground garage for MLA's and staff associated with Province House. An additional 30 stalls could also be provided in the garage, should other options for provision of parking for Councillors and staff associated with City Hall not prove acceptable and if the building design can accommodate them.

The creation of parking under the new building would require the alteration of Granville Street (see Figures 5.11 and 5.12 for optional layouts). In both solutions, curbs are eliminated to create one large “pedestrianized” surface which would allow traffic through, but would also work when the street was closed to create a temporary mini-plaza. This plaza could accommodate a variety of happenings including protests through more formal events that may or may not require weather protection.

With its elimination of parking entrances over the sidewalk with large roller doors into the new building on the Birk's / Truscan site, Figure 5.11 is the preferred solution, but would probably require that additional parking spaces be provided under the new building for public use to replace the loss of on-street parking and to make the utilization of the street right-of-way more palatable. With the elimination of the on-street parking, the area could be made into a large forecourt off the doors of Province House, further improving the areas use as a mini-plaza.

In either scenario for the layout of Granville Street, a secure underground pedestrian and service connection should be made under Granville Street from the new building on the Birk's / Truscan site to Province House. The accessible

parking currently located on the northern side of the building should be moved to southern side of Province House to allow the northern side to be completely free of cars and allow unimpeded pedestrian access to the front doors of the building. Alternatively, accessible parking could be offered in the underground garage associated with the redevelopment of the Birk's / Truscan site. All weather access could be offered via an underground tunnel connecting the new building with Province House.

The creation of the parking ramps in the street right-of-way could require the relocation of services that are currently in the street. Given that the water supply is under pressure, changes in the elevations of the pipes could be made fairly easily. Sanitary sewer connections in the area should be able to operate via gravity. The redevelopment of the Birk's / Truscan site will allow direct connections for the new building on that site and through a preliminary review of the sanitary services along Prince Street, it appears that the sanitary service for the southern end of Granville Street in the Prince to George block could be redirected to Prince Street without problem.



Figure 5.11: Granville Street: Concept with integrated ramps for underground parking

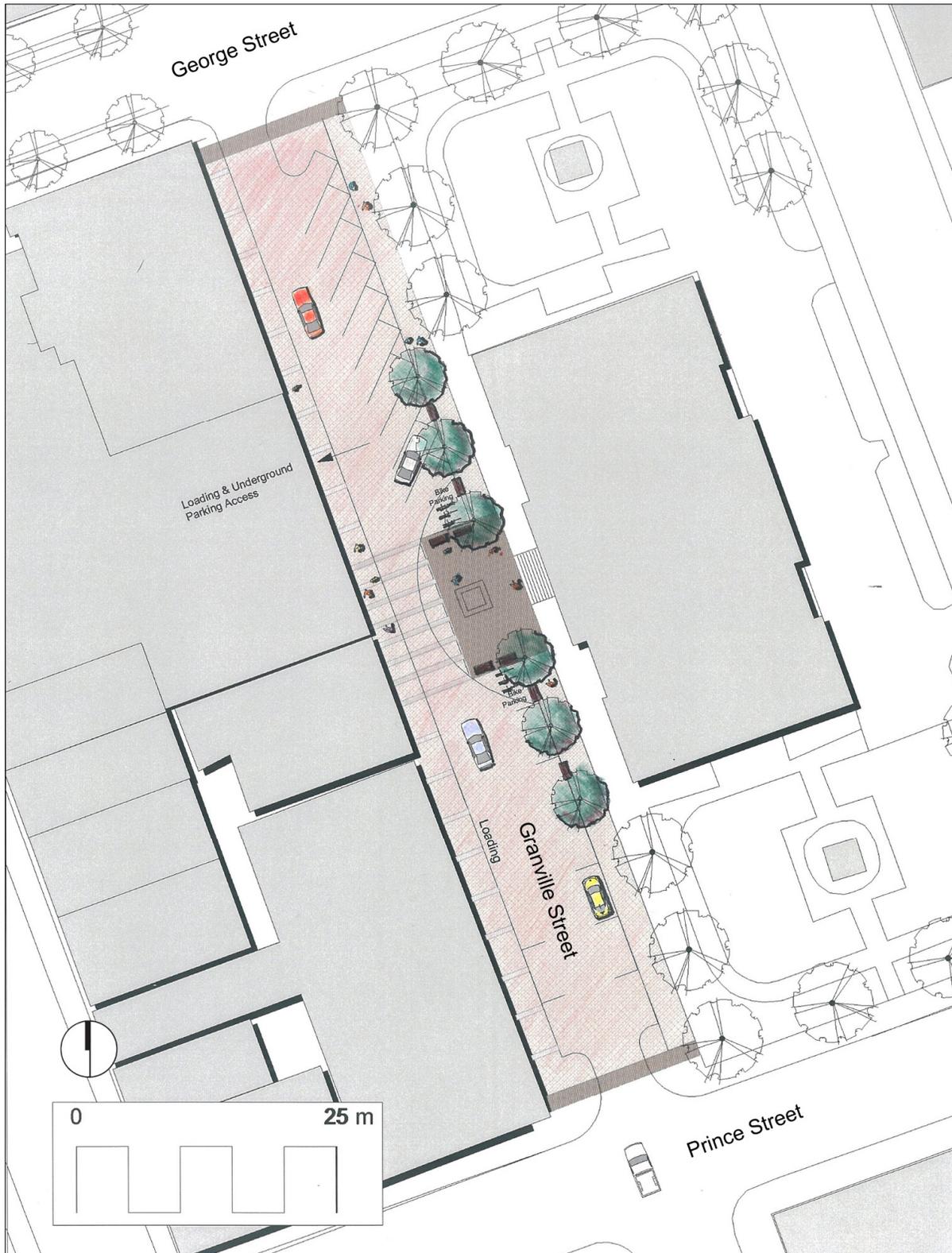


Figure 5.12: Granville Street: Concept with angled/parallel parking and mini plaza

Chapter 6



6 Implementation

As outlined in *Grand Parade/Province House Area Joint Public Lands Plan: Position Paper*⁵ a considerable number of studies regarding the area have been undertaken over the last 15 years. While smaller scale upgrading efforts at the northern part of Grand Parade were carried out in preparation for the G7 Conference in 1995 and continuous investments have been made to the Province House Grounds, the last large scale makeover occurred about 30 years ago. More recent development efforts on the Birk's / Truscan site by a private developer and the municipality fell victim to the early 1990s recession, leaving an empty lot on this important corner for the last 15 years.



Figure 6.1: Rendering of proposed skating rink in Grand Parade

Given the growing public sentiment for action, the renewed interest in urban design matters, and the history of unexecuted rejuvenation efforts, implementation should be initiated immediately starting with tangible steps as outlined below. Current undertakings, trends and future plans with an impact on the study area have created a positive momentum for change. The province of Nova Scotia and HRM have partnered to concurrently study the options for two major downtown redevelopment sites. Discussions to resolve tenure issues on the Birk's / Truscan site are underway and possible land swaps are being debated. Furthermore, the development plans for Queen's Square at the foot of George Street have been made public, the relocation of the Law Courts on Hollis Street is being considered in due course, a study for the WTCC expansion is underway, and last but not least, the efforts to bring 2014 Commonwealth Games to Halifax have generated a lot of attention.

The creation of a successful "Capital City Precinct" includes the linear park along the George / Carmichael civic corridor from the waterfront to the Citadel. As stated in the Position Paper, this concept is the "big idea" that would designate the area as a special place with the downtown Halifax core. It sets the context for all work within the study area.

To be successfully implemented, this project needs a champion. Whether that champion is a private citizen, a bureaucrat, an elected official or a foundation does not matter; it is their abilities that will drive this project forward. They must

love city life and this place in particular. They must be excited by the opportunities presented and they must be able to convey that excitement to others. They must be able to raise funds, from the municipal, provincial and federal governments, as well as non-governmental organizations, private individuals and corporations. They must be creative in seeking out and leveraging opportunities (e.g. piggybacking on top of other events, such as the Commonwealth Games) to attract events and associated funding opportunities that will allow the construction of desired items to take place.

In some ways, a foundation could be a reasonable approach to gather together a group of people who would have the skills to drive this project. In Halifax, the foundation model has been utilized for the restoration of the Public Gardens following Hurricane Juan and the mechanism is in place to establish a similar foundation for Point Pleasant Park. The model is successfully used for such projects as the Rose Kennedy Greenway in Boston. The foundation should be composed of prominent citizens with political clout. Appointments could be made by both the province and the municipality.

However, this approach should be carefully considered before execution. There are already two foundations for downtown public open spaces in the city and “foundation fatigue” could set in, reducing the ability to attract the best people and rendering efforts less effective. Also, committees are inherently cautious and this project requires some bold moves, and in fact the most successful committees often have one person driving their success.

Realizing the importance of the Capital City Precinct, not only historically and as the symbolic centres of the two governments, but also as a downtown attraction for residents and visitors, HRM and the Province will need to invest some significant efforts and funding to bring the project to completion. HRM should create opportunities for public / private partnerships and develop mechanisms that will attract contributions from adjacent developments. In these situations, it is very important that contributors receive high profile recognition of their contributions, whether voluntary, or received through a development levy.

The implementation strategy is dependent on both the amount and timing of the funding available to undertake the proposed improvements. Recognizing these conditions are variable and that there cannot be a fixed construction schedule, it is recommended that the project be broken down into independent components that can respond to funding opportunities.

Design and implementation of the George / Carmichael civic corridor linear park should begin immediately.



Figure 6.2: Rendering of proposed Christmas market in Grand Parade

6.1 Grand Parade

Short-Term

The removal of parking from the Grand Parade should be given first priority as this move would be positively perceived as an initial step on the way to the implementation of larger scale infrastructure improvements. This work should be undertaken as outlined in Section 3.2. A delivery area to the Duke Street side of City Hall should be established and start to be utilized in conjunction with the restricted vehicular access to Grand Parade.

The program to plant trees that will replace the existing trees could begin immediately to ensure that the trees are ready, when the older ones need to be removed.

A semi-permanent one level kiosk could be created while waiting for redevelopment of the wall and the underground parking. With the addition of the moveable chairs and tables, this will help to further activate the space.

A mid-week farmers / flower market could be developed and promoted – an idea that has successfully activated many downtown squares around the world. With the parking removed from the northern end of the site, more small events should be booked during all days of the week and at all times of the day (except Sunday morning, when they would interfere with Church services at St. Paul's) to draw people to the area.

Overall detailed design for the Grand Parade, including the geo-technical study, design and costing of underground parking, the City Hall urban events plaza, the Cenotaph / St. Paul's forecourt, and the reconfiguration of Argyle Street, should be completed as soon as possible, so that all future developments in the area lead to the ultimate implementation of the plan.

The terraced grassed seating / standing area could be developed along the Argyle side of Grand Parade, as long as redevelopment of the urban events plaza, forecourt, and underground parking does not require disturbance of this area at a later date. This would have the immediate effect of creating additional space for major events.

The need for the reconfiguration of Argyle Street is dependent upon how long HRM can use the Birk's / Truscan site for councillor and staff parking. Even if the entire Birk's / Truscan site comes under provincial control, HRM should be



Figure 6.3: Rendering of proposed in-ground fountains in Grand Parade

able to use the parking for staff and councillors until the new building is built on the site, or the underground parking in Grand Parade becomes available.

Restoration of the south end of Grand Parade could be implemented before creation of the urban events plaza ("Parade Square"), because the area will not be disturbed by underground parking.

Longer Term

As a major investment, the creation of the underground parking, the arcade using the archways along Barrington for a walkway, bus waiting area, bicycle parking, public washroom entry, retail space, etc., and the two storey kiosk should be done in conjunction with the redevelopment of the wall along Barrington.

The redevelopment of the paving (installation of coloured concrete on the road and concrete brick pavers on the sidewalk) on Barrington, Prince, Argyle and Duke should be done in conjunction with the completion of the urban events plaza. If the redevelopment of the Argyle corridor is required earlier, to create additional parking, it should be done with the ultimate materials to be used.

6.2 Birk's / Truscan Site

Short-Term

The Province and HRM must resolve the ultimate ownership of the Birk's / Truscan site.

The detailed heritage value assessment of Dennis Building should be immediately undertaken, followed by the determination by a heritage architect of what uses could be contained within the current Dennis Building with minimal changes to the structure.

With this information in hand, the preferred option for Dennis Building may be selected. The program for space use within the new building can then be determined.

Longer Term

A call for architects should then be developed, based on the urban design guidelines outlined on Figure 5.9 and the spatial program.

6.3 Province House

Short-Term

The further restoration of the cast iron fence around the grounds should be undertaken with the intention of opening gates at all four corners and reactivating the gate in middle of the George Street run.

Additional tree planting along the edges of the site, the installation of additional flags, and the night-time lighting the building can be implemented immediately.

The redevelopment of Granville should be done in conjunction with the development of the Birk's / Truscan site, if the creation of ramps in the street right-of-way is desired. If this solution for underground parking access is not to be implemented, the redevelopment of the street may take place immediately.

The timeline for the development of the Birk's / Truscan site needs to be determined, so that a decision can be made on whether it is worthwhile to temporarily place the parking on the south side of the site to allow the creation of the garden on the northern portion of the site next to the George / Carmichael civic corridor linear park. As noted in Section 4.2, this temporary relocation of the parking should only be considered if the construction of the new building on the Birk's / Truscan site is to be more than 6 or 7 years in the future.

Longer Term

Provide parking for MLA's and Province House staff in underground parking associated with new development on the Birk's / Truscan site.

Appendix A



Parking Decision Matrix with Cost Estimates

Site	Options	# Spaces	Pros:	Cons:	Cost
Argyle Street	1. Leave as is	19	<ul style="list-style-type: none"> No capital investment No negotiations with adjacent landowners necessary “Conventional wisdom” of road design not challenged 	<ul style="list-style-type: none"> No additional on-street parking for public Missed opportunity to make Argyle Street part of the public realm of Grand Parade No possibility to accommodate Council parking on Council evenings No additional parking for Sunday services of St. Paul’s Church 	\$ 0
	2. Combination of angled and parallel parking	36	<ul style="list-style-type: none"> Parking capacity of Argyle nearly doubled With closure of the street similar to Chebucto Landing at the Ferry Terminal, parking eliminated from Grand Parade could be accommodated in close proximity Low cost alternative until underground parking created under Grand Parade Chance to implement “Living Street” concept with traffic calming measures Character complementary to current street café guidelines Current one-way street configuration and low traffic counts lend themselves to localized narrowing of street Street becomes part of the public realm Concurrent implementation of proposed road surface treatment Chance to properly reconfigure loading and drop-off zones No alteration in front of businesses and office building Indicated support from business community 	<ul style="list-style-type: none"> Capital investment necessary Traffic slowed down Might create additional traffic on other streets “Conventional wisdom” resistance 	\$ 792,000 to \$ 990,000 *

* includes demolition of existing street and sidewalk surfaces; installation of new pavement (no curb) and markings; installation of street furniture and trees; assumes colored concrete in roadway; pavers on sidewalks

Site	Options	# Spaces	Pros:	Cons:	Cost
Grand Parade	1. Eliminate Council parking from City Hall Plaza and relocate to Birks surface parking lot or Scotia Square; accommodate church parking south of Cenotaph	Church use max. 10	<ul style="list-style-type: none"> • Immediately to implement without capital investment • Reclamation of Grand Parade as a downtown civic plaza • Overwhelming public support • Momentum for further improvements created • No further conflict between events and parking • Honors agreement between city and church from 1978 	<ul style="list-style-type: none"> • Loss of parking revenue on current Birks parking lot • Short term solution only as Birks site will be developed • Installation of bollards necessary 	Revenue loss Birks parking lot (annually): \$ 40,000 Or parking at Scotia Square (annually): \$ 42,000 14 bollards (4 removable): \$ 16,000
	2. Create underground parking under City Hall Plaza; create four surface parking spots adjacent to St. Paul's Church	Underground: 69 Above ground: 4	<ul style="list-style-type: none"> • Innovative and contemporary parking solution that utilizes one of few open spaces in dense downtown fabric for excavation • Creation of parking for City Hall and public (additional revenue) • Due to grade change no access ramps necessary • Could happen concurrently with Barrington wall replacement, tree replanting, implementation of new design • Honors agreement between city and church from 1978 • Provision of underground parking would not negatively impact character of the district 	<ul style="list-style-type: none"> • Major investment • Challenging geology 	\$ 2,300,000 to \$ 2,800,000 *

* includes excavation; premium for additional structural requirements to support heavy vehicles and large loads associated with audiences of major events, potential skating rink and fountain; additional waterproofing for fountain; additional structural depth for electrical and sound, fountain mechanical/equipment/infrastructure; specialized ventilation for underground parking / does not include construction of urban events plaza and associated facilities nor reconstruction of retaining wall along Barrington Street, which would be done whether or not underground parking is installed.

Site	Options	# Spaces	Pros:	Cons:	Cost
Birk's / Truscan Site	1. Underground parking with access through gate from Granville Street (assume area under Dennis building is available)	±80	<ul style="list-style-type: none"> • Can accommodate parking needs of Province House • Possibility of secure underground pedestrian connection to Province House • Extra floors of parking can be provided by going deeper (number of stalls in 1st floor will be reduced to allow for ramps etc.) 	<ul style="list-style-type: none"> • Large access doors facing Granville Street and Province House – careful treatment necessary • Ground floor configuration of building less flexible 	<p>\$ 1,200,000 To \$ 1,500,000 for first deck of ±80 vehicles; additional decks of ±60 vehicles at \$ 1,500,000 To \$ 1,900,000</p>

Site	Options	# Spaces	Pros:	Cons:	Cost
Granville Street	1. Leave as is	17	<ul style="list-style-type: none"> No capital investment “Conventional wisdom” of road design not challenged 	<ul style="list-style-type: none"> No additional on-street parking for public No forecourt for Province House No character defining elements for proposed precinct Additional loss of on-street parking when Birks site access needed 	\$ 0
	2. Combination of angled and parallel parking along eastern side of street	18	<ul style="list-style-type: none"> Some added on-street parking Chance to implement “Living Street” concept with traffic calming measures Logical continuation of Granville pedestrian mall concept Forecourt with seating arrangement in front of Province House Current one-way street configuration and low traffic counts lend themselves to narrowing of street Street becomes part of the public realm Concurrent implementation of proposed road surface treatment Chance to properly reconfigure loading and drop-off zones 	<ul style="list-style-type: none"> Capital investment necessary Traffic slowed down Might create additional traffic on other streets “Conventional wisdom” resistance 	\$ 317,000 to \$ 400,000 *
	3. No on-street parking / ramps in street ROW and parking underneath the street	underground: 12	<ul style="list-style-type: none"> No parking access doors from Birks building facing Granville Street One common underground access for cars and small deliveries to Birks building and Province House Secure underground connection for pedestrians and file transfers/deliveries between Birks building and Province 	<ul style="list-style-type: none"> Conflict with underground street ROW services Challenging geology Loss of on-street parking Capital investment necessary Traffic slowed down Might create additional traffic on other streets “Conventional wisdom” resistance 	\$ 1,725,000 to \$ 2,156,000

			<p>House</p> <ul style="list-style-type: none">• Ground floor configuration of Birks building more flexible• Creation of large ceremonial forecourt in front of Province House		
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* includes demolition of existing street and sidewalk surfaces; installation of new pavement (no curb) and markings; installation of street furniture and trees; assumes colored concrete in roadway; pavers on sidewalks

Site	Options	# Spaces	Pros:	Cons:	Cost
Province House	1. Temporary relocation of surface parking to south court	52	<ul style="list-style-type: none"> • Creation of urban oasis along George/Carmichael corridor • Significantly improve presence of Province House along major tourist route • Installation of sustainable permeable grass paving treatment at new parking lot 	<ul style="list-style-type: none"> • Short-term investment necessary • Temporary loss of south court park 	parking lot construction: \$ 60,000 garden reinstatement (exl. furniture) \$ 25,000
	2. Long term parking underneath new Birks building / accessible parking at Province House grounds at south court	surface: 2 underground: 52	<ul style="list-style-type: none"> • Surface parking eliminated at essential urban square • Reinstatement of historic gardens around Province House • Possible secure underground connection for pedestrians and file transfers/deliveries between Birks building and Province House 	<ul style="list-style-type: none"> • Sharing of parking with future users of Birks site – additional security measures might be necessary 	Refer to cost of creating underground parking on Birks / Truscan site

Appendix B



Parking Counts

	Existing	Proposed
Argyle Street between Duke and Carmichael (On-Street) – Long Term	6	19+2 accessible
Argyle Street between Carmichael and Prince (On-Street) – Long Term	13	14+1 accessible
Argyle Street TOTAL (Long Term)	19	36
Grand Parade - City Hall Plaza (Surface Parking) – Short Term	25+	0
Grand Parade – South of Cenotaph (Surface Parking) – Mid Term	10	4
Grand Parade – Below City Hall Plaza (Underground Parking) – Long Term	0	69
Grand Parade TOTAL (Short Term; Mid Term; Long Term)	35	10; 4; 73
Birks/Truscan Site (Surface Parking) – (Short Term; Long Term)	40	40;0
Birks/Truscan Site (Underground Parking)	0	±80
Birks/Truscan Site TOTAL (Short Term; Long Term)	40	40; ±80
Granville Street (Surface Parking) - (Option 1; Option 2;)	17	0; 20
Granville Street (Underground Parking) – (Option 1)	0	12
Granville Street TOTAL (Option 1; Option 2; Option 3)	17	12; 20
Province House (Surface Parking) – (Short Term; Long Term)	52	52; 0
Province House TOTAL (Surface Parking) – (Short Term; Long Term)	52	52; 0
TOTAL MAXIMUM PARKING COUNTS (Short Term; Long Term)	163	138; 209

Appendix C



Dennis Building: A Report on the Historical and Architectural Significance

By Elizabeth Pacey (C.M.)

May 10, 2006

Architectural Significance of the Dennis Building

The presence of the Dennis Building in the context of Province House Square is of utmost importance. The classical dignity of Province House (Canada's oldest legislature) prompted later nineteenth- and twentieth-century architects to pay homage to the Georgian centrepiece of the square by echoing its classical style. Indeed, for more than a hundred years, buildings that bordered Province House Square echoed the classicism in their own individual ways.

The Dennis Building, constructed in 1863, is the earliest extant example of a building that respects the immediate context of Province House Square. Architect David Stirling chose stone as a matching material, along with horizontal string courses and a prominent bracketed cornice as complementary classical details.

Other buildings around the perimeter followed the trend. In 1867 and 1868, respectively, the Sarah Howard Building and the Post Office (now the Art Gallery of Nova Scotia) were designed in the more ornate Italianate classical style. At the turn of the century, the Acadian Recorder Building continued the theme with a strong cornice and rooftop balustrade and classical window ornaments.

In 1912, when fire ravaged the Dennis Building, the talented architect George Henry Jost was called upon to renew the interior and add top storeys. Above Stirling's strong cornice he continued Stirling's details, such as the horizontal string courses and bracketed rooftop cornice, but he chose triplet windows as a distinction. In 1928, when the Johnson Building was constructed, triplet windows again appeared as a design detail.

In 1931, noted Canadian architect John Lyle designed the Bank of Nova Scotia. He completely understood the principle of reinforcing the material and details of Province House. He felt that "certain characteristics of this very fine building should be echoed in the new building." Thus, he, too, in a more modern interpretation, respectfully used classical features, such as the detailed rooftop cornice, the reeded pilasters and the rusticated stonework for the lower level.

In 1935, when the Provincial Building was constructed, reeding appeared around the windows, rusticated stonework was again used on the lower level and a strong decorative rooftop cornice met the cornice on the Bank of Nova Scotia.

Historical and Architectural Evolution of the Kenny-Herald-Dennis Building

The historical and architectural evolution of the Kenny-Herald-Dennis Building is highly significant. At each stage of its existence, the building has been associated with provincially and nationally important owners, architects, builders, and uses.

For example, renowned architect David Stirling designed the four-storey granite Kenny Warehouse, which was constructed by noted contractor George Blaiklock between 1863 and 1864. Sir Edward Kenny and Thomas Kenny, owners of the prosperous T. & E. Kenny firm, were very prominent in provincial and national affairs and politics, dealing with the great issues of the time, such as Confederation. The Kenny firm marketed their wholesale goods throughout Atlantic Canada, in an era when such marketing was considered innovative and far-reaching.

In 1900, the Kenny Warehouse was purchased by the Hon. William Dennis and became the headquarters of the *Halifax Herald*. For the newspaper, the building was a particularly fitting location, across from Province House, where freedom of the press had been won. Both the Hon. William Dennis and his nephew, the Hon. William Henry Dennis, were prominent Nova Scotians and Canadians, and both were closely associated with prime ministers (Borden, Meighen and Bennett) and premiers.

After a disastrous fire in 1912, the skilled architect-teacher, George Henry Jost, was hired to supervise repairs and design additional top storeys for the Herald Building. The contractor for this renewal project was Samuel Brookfield, whose prolific firm was gaining an excellent reputation throughout the province. After completion, the Dennis Building was called "the finest office building in eastern Canada."

Brief biographies of the important individuals associated with the building follow.

Sir Edward Kenny

Sir Edward Kenny was co-founder of the prosperous T. & E. Kenny dry goods firm in 1828 and by the 1860s he was reputed to be the second richest man in Nova Scotia. As well, he rose to great political prominence. In 1842, he was elected mayor of Halifax and the following year he was appointed to the Legislative Council, Nova Scotia's powerful upper house. He became president of the Legislative Council as a Liberal and after his defection from the Liberal party in 1857, he was immediately restored to that office by the new Conservative government. He was a strong supporter of Confederation and was appointed to the first federal cabinet in 1867. Then he was elevated to the Senate, where he became the first receiver general of Canada and later president of the Privy Council. Perhaps his most important unofficial federal role was as the spokesperson in Ottawa for English-speaking Roman Catholics. Prime Minister John A. MacDonald also depended on Edward Kenny to break down any lingering opposition to Confederation in Nova Scotia. In 1870, Kenny was knighted for his pro-Confederation efforts and in the same year he served briefly as lieutenant-governor. He retired as senior partner of the still-prominent wholesale dry goods firm in 1880.

Thomas Edward Kenny

Thomas Edward Kenny succeeded his father as head of the T. & E. Kenny firm. Not only was he a prosperous "merchant prince" in provincial circles but he also attained high status as a banker and politician on the federal level. He became president of the Merchants Bank of Halifax, which later became known as the Royal Bank of Canada. Kenny guided the growth of the great banking institution for many years and was hailed as "the dean of Canadian Bank Presidents." Thomas Kenny was also elected as a member of parliament and became one of Prime Minister John A. MacDonald's trusted advisors on finances and railways. Though Thomas Kenny declined a post in the cabinet, he did become a leading member of the Royal Commission on Railways. Kenny was in demand to advise numerous companies and held directorships on the North Sydney Marine Railway Company, the Western Counties Railway Company, the Nova Scotia Cotton Factory and the Woodside Sugar Refinery.

David Stirling

In the mid-nineteenth century, David Stirling established himself as one of the principal architects of Nova Scotia. He was born in Galashiels, Scotland, as the son of a stonemason. He emigrated first to St. John's, Newfoundland, and then came to Halifax in 1850 to design the Bank of British North America. In 1852, he designed the Pictou County Court House and, a few years later, he worked on the central part of Osgoode Hall in Toronto. During the 1860s and 1870s, Stirling, in partnerships with William Hay and later Andrew Dewar, designed numerous prestigious buildings in Halifax including the Halifax Club, Keith Hall,

Fort Massey Church and the Grafton Street Methodist Church (now St. David's Presbyterian). Around the province, he received several important commissions, including King's College Library at Windsor, as well as the Pictou Bank, the Customs House, and the Probate Office in Pictou.

It was David Stirling who designed the rare, four-storey, granite Kenny Warehouse with its horizontal string courses and strong bracketed cornice. The understated, yet strong, classical building was constructed between 1863 and 1864. Because of the quality and range of David Stirling's work, he was appointed architect for the Dominion government in Nova Scotia with responsibility for federal buildings in the province.

George Blaiklock

George Blaiklock, son of an English civil engineer, came to Halifax about 1852 as a government contractor for the Wellington Barracks. He continued as government contractor and also maintained his own prolific contracting business. He was involved in the construction of many buildings in the provincial capital including St. Matthew's Church, the Grafton Street Methodist Church, the Jost Mission, the Mary Queen of Scots House, houses on South Park Street, five stores on Hollis Street, and four warehouses on Granville Street, one of which was the granite Kenny Warehouse.

Hon. William Dennis

William Dennis was known as "the man who made the *Herald*." He gained journalistic experience first as a reporter for the *Morning Herald* when it began in 1875, then as the editor of the *Winnipeg Sun* and as a member of the Canadian Parliamentary Press Gallery. He returned to Halifax, in 1884, as news editor of the *Morning Herald*. A year later, he became editor-in-chief and president of the *Morning Herald*, now renamed the *Halifax Herald*. After the turn of the century, he was the sole owner of the Halifax Herald Limited and was appointed to the Senate. In the years before and after World War I, he was an associate to Prime Minister Robert Borden.

Hon. William Henry Dennis

William Henry Dennis spent his formative journalistic years with his uncle's *Halifax Herald* and by 1911, had risen to the positions of vice-president and general manager. In 1920, upon the death of his uncle, he was sole proprietor of the newspaper. He maintained close associations with Prime Minister Arthur Meighen, Premier Edgar N. Rhodes and Prime Minister R. B. Bennett. Though Dennis was offered a job as a Toronto publisher, he stayed with the *Halifax Herald* and began to fight to eliminate the competing *Chronicle* and *Daily Star* newspapers. He was a supporter of the tourist industry and campaigned for the establishment of the Cape Breton National Park and the retention of the Halifax

Citadel. He also promoted construction of the first bridge across Halifax harbour and construction of the municipal airport. Like his uncle before him, he had been appointed to the federal Senate, where he served on the tourism committee.

George Henry Jost

George Henry Jost grew up in his home town of Lunenburg and trained as an architect in David Stirling's Halifax office in the 1870s. During the 1880s, Jost designed houses on South Street and collaborated with builder, Henry Peters, on the design of St. Patrick's Roman Catholic Church. In 1890, Jost became the sole teacher of architectural drawing at the Victoria School of Art and Design (now Nova Scotia College of Art & Design). From his office on Granville Street, Jost produced his most prominent architectural works, including the Garden Crest Apartments, the Orpheus Music Hall, the Chronicle Building, the Cragg Building and the Herald Building (now the Dennis Building).

George Henry Jost not only shaped the thinking and production of architectural design, as he taught students at the provincial institution for higher learning, but he also gained a reputation as a skilled practical architect. He was talented at incorporating modern requirements into a traditional building envelope and was able to cope with difficult situations. In the case of the Dennis Building, which had suffered a terrible fire in 1912, Jost was able to successfully retain the surviving four-storey granite exterior of the building while introducing a modern steel and concrete structure within the walls. Then he was able to add additional brick storeys, which maintained the harmonious classical appearance of the bottom four storeys. Jost continued the use of string courses between the upper brick storeys and topped the structure off by a strong bracketed cornice, which echoed the bracketed cornice still in place above the fourth granite storey. For the window arrangement in the top three brick storeys, Jost continued to use groups of three vertical windows, which had been first used when a fifth storey, constructed in brick, had been added to the then four-storey granite Herald Building in 1901.

Samuel Brookfield

As the son of noted builder, Samuel Brookfield, while still in his twenties, was forced to take over his father's half-executed contracts upon his sudden death. Samuel Brookfield not only finished his father's work but became a prominent Maritime builder. He constructed numerous buildings, including a court house in Saint John, New Brunswick, King's College Chapel in Windsor, All Saint's Cathedral in Halifax, as well as the Chronicle Building, the Merchants' Bank, the Bank of Commerce, Barrington Street buildings, and the Dennis Building in downtown Halifax. Along with running Brookfield Construction Company, he was involved in funding the Halifax Power Company and in ventures like the

refitting of ships for the Canada and Newfoundland Steamship Company and providing life-saving equipment for merchant ships during World War II.

References: Archival research done for Heritage Trust by Irene Fennell, Maud Rosinski's book, *Architects of Nova Scotia*, and my own files and books, *Georgian Halifax*, and *Historic Halifax*.

Photo Credits: David Garrett, Irene Fennell, Elizabeth Pacey.



Appendix D



Horticultural Guidelines for Grand Parade

General Guidelines

Planting is to provide an appropriate setting for Grand Parade. The plantings need to be visually pleasing. What is important is quality not quantity. In planting a landscape of excellence, restraint is the key. All plant materials installed should be of specimen quality and should be maintained to the highest standards. While the plant palette should be limited to maintain simplicity to maximize visual impact and limit costs, investments should be made to maximize soil quality and quantities (i.e. larger plant pits, depths of soil and sizes of containers), soil preparation and irrigation.

Each plant should be specifically chosen to best serve the purpose intended and consideration should be given to;

- § appearance in all seasons;
- § appearance in all stages of growth;
- § compatibility of form, texture and colour; and
- § the total site composition, hardiness, cultural requirements, and degree of maintenance needed.

Plants used for backdrop (i.e. at the backs and sides of beds) should be selected for strength and cleanliness of form, richness of texture, and subtlety of colour. Plants to be features are selected for their sculptural qualities and for ornamental twigging, budding, foliage, flowers, and fruit.

Urban Events Plaza

Permanent shrub beds are provided in the curved areas at the northern end of the plaza directly in front of City Hall. These areas are unlikely to get trampled during major events that use the entire plaza. These beds should contain a mix of large perennial shrubs (up to 2 metres in height, columnar shrubs could be taller) and smaller colourful and fragrant annuals. Taller shrubs should generally be placed towards the outside edges (i.e. Barrington side of the bed on the Barrington side of the plaza and the Argyle side of the bed on the Argyle side of the plaza). The types and colours of the annuals may be selected on an annual basis in consultation with the Mayor's office. The beds should be planted symmetrically reflecting the symmetrical nature of the façade of the City Hall building and the urban events plaza.

Turf is provided along Barrington and Argyle sides of the urban events plaza. These areas, while providing visual relief to the hard surfaced plaza, will provide a somewhat durable surface that will not be destroyed by trampling

during major events. Trees that are planted to replace the existing trees should be 125mm caliper in size to produce an immediate effect. These large size trees will require planting with a tree spade. Trees on both sides of the plaza should line up to reflect the symmetrical character of the square (see Figure D1).

Large movable planting boxes (minimum 2.0m. wide by 1.0m deep by 0.5m. high) that can be moved by a forklift or pallet lifter are provided to add colour and a variety of heights to the plaza, when there are no major events requiring a large clear area. These planting boxes can be placed strategically on either side of the façade of City Hall to complement the permanent planting beds to provide an appropriate setting for viewing and photographing the building. They can also be easily moved out of harm's way when there is a major event. Especially hardy species are required for planter boxes, because limited soil volumes will expose them to more variable conditions of soil moisture and temperature. The planter boxes should contain taller (1.0 to 2.0m) columnar evergreens such as yews, junipers, or cedars, and plants that will climb over the edge of the planter such as virginia creeper, with space left over for a variety of colourful annuals.

St. Paul's / Cenotaph Forecourt

In the St. Paul's / Cenotaph forecourt, the low planters on either side of the flat grass gathering area should be filled with colourful annuals. Permanent planting should be provided in front of the church and should be designed in consultation with the congregation. Given the sloping nature of the ground plane, the plantings need not be symmetrical.

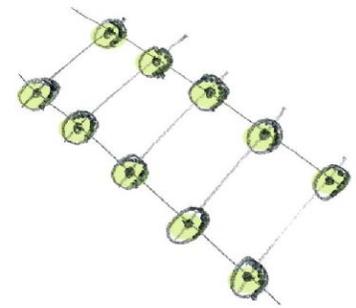


Figure D1: Ensure symmetric tree planting along edges of Grand Parade

Appendix E



Heritage Interpretation and Wayfinding Guidelines

Previous Recommendations

Signage plays a fundamental role in the interpretation of our built heritage. In 2004, the *Capital District Identity and Wayfinding Signage Report* prepared a series of guidelines intended to provide tools for identifying, defining, marketing and navigating around the Capital District.

Figure E1 summarizes the series of signs that the *Capital District Identity and Wayfinding Signage Report* proposes for the area in and around Grand Parade. Sign contents are defined for 'Vehicular Directionals' (D1), 'Pedestrian Directionals' (E1) as well as 'Street Identifiers (C1 and C2 – not included in figure). The content for 'Interpretive Panel' (H1.1002) was not determined.

Current Situation

Currently, a series of seven, rather randomly placed signs can be found dispersed throughout Grand Parade (Figure E2).

Proposed Strategy

The following strategy is proposed for placement, re-location, removal and content of signs in Grand Parade (Figure E3):

- § **Sign 1** mounted to a granite post at the entrance gate to Grand Parade remains in place; when entrance is widened, sign should remain on gate post. Alternatively, the sign could be mounted on the side of the Cenotaph.
- § **Sign 2** mounted on a boulder remains in place.
- § **Sign 3** becomes obsolete with the installation of Capital District Wayfinding and should be removed.
- § **Sign 4** at the base of flag mast should be relocated when new events plaza is created. Exact location to be determined according to detailed design.
- § **Sign 5** should be relocated when northern section of Grand Parade is redesigned. Flagpole should be removed unless appropriate area for flag poles is dedicated in detailed design.

- § **Sign 6** mounted to a boulder remains in place.
- § **Sign 7** mounted to a boulder remains in place.
- § **Sign 8** is a new underground parking directional to be installed when underground parking is provided. See sign specification D1 in *Capital District Identity and Wayfinding Signage Report*.
- § **Sign 9** is a new interpretive panel to be installed at the lower entrance to Grand Parade. See sign specification H1 in *Capital District Identity and Wayfinding Signage Report*. Although contemporary street furniture is proposed for Grand Parade by CBCL, it appears prudent to install this sign to specification H1, for purpose of continuity within the Capital District. For proposed content see below.

Proposed Content

With respect to content, the *Capital District Identity and Wayfinding Signage Report* states:

“Interpretive signs offer visitors and residents alike an opportunity to learn more about the heritage of the district or sub-district they are in. Properly researched and illustrated subjects can enhance one’s experience of an area, and convey the significance of a building or street, a person or group, or an event. The challenge is in picking meaningful subjects which reflect an area’s character, at the same time telling an interesting story in words and pictures. Interpretive signs will contain English only text. Text length per subject is between 250 – 500 words and should contain a minimum of 3 to 5 photographs or illustrations. Photos/ illustrations should be explained through brief one or two line captions. Reading level for text content should be at approximately Grade 9 comprehension level.”

Panels currently located in Grand Parade offer sufficient content regarding St. Paul’s Church (sign 2), City Hall (sign 6) and Dalhousie College (sign 7). The description of the historic evolution and importance of the square itself is rather brief (sign 4).

The proposed interpretive panel (sign 9) should contain a map or three-dimensional image of Grand Parade and surrounding buildings as well as historic images of the square. With regards to content, the following key points should be included:

- § Established as the centre of the city in the original town survey laid out by Edward Cornwallis in 1750
- § Located exactly half way between Citadel and water – make reference to new George/Carmichael corridor
- § One of the oldest public squares in Canada
- § St. Paul's Church recognized as the oldest protestant church in Canada (for further details refer to sign 2 and tours of the building)
- § 1700s changes by Prince Edward, the Duke of Kent
- § 120 foot flag pole as part of a system of signal flags that was established by Prince Edward in the late 1700s to transmit messages between various forts in the region.
- § Construction of first Dalhousie College 1820 (for further detail refer to sign 7)
- § Erection of present day Halifax City Hall in 1887 (for further detail refer to sign 6)
- § Unveiling of Cenotaph in 1929
- § Restoration of Grand Parade in 1978
- § Beautification for 1995 meeting of G7 leaders

Contrary to what the *Capital District Identity and Wayfinding Signage Report* states, it is believed that the outstanding significance of Grand Parade warrants text in both of Canada's official languages, English and French.

E1.0961

W Argyle, North of George
Map page:C2

Facing N
[Capital District Logo]
[left]

- Art Gallery of NS
- Casino NS
- Chebucto Landing
- Cornwallis Park
- Discovery Centre
- Granville Mall
- Halifax Waterfront
- Historic Properties
- Int. Visitor Centre
- Maritime Command Mus.
- Maritime Museum
- Mus. of Natural History
- Neptune Theatre
- NS Sport Hall of Fame
- Pier 21
- Province House
- Public Gardens
- [right]
- Halifax Citade

Via Dartmouth Ferry

- Dartmouth Museum
- Shubenacadie Canal

[sub-district logotype:Downtown
Halifax]

Facing S
[Capital District Logo]
[left]

- Halifax Citade
- [right]
- Art Gallery of NS
- Casino NS
- Chebucto Landing
- Cornwallis Park
- Discovery Centre
- Granville Mall
- Halifax Waterfront
- Historic Properties
- Int. Visitor Centre
- Maritime Command Mus.
- Maritime Museum
- Mus. of Natural History
- Neptune Theatre
- NS Sport Hall of Fame
- Pier 21
- Province House
- Public Gardens

- Via Dartmouth Ferry
- Dartmouth Waterfront
- Dartmouth Museum
- Shubenacadie Canal

[sub-district logotype:Downtown
Halifax]

D1.0999

S Duke, W of Barrington
Map page:C2

Facing W
[Capital District Logo]
[right]

- Pier 21
- Public Gardens
- [ahead]
- Art Gallery of NS
- Maritime Museum

[sub-district logotype: Downtown
Halifax]

D1.0999A

E Barrington, North of Duke
Map page:C2

Facing N
[Capital District Logo]
[left]

- Art Gallery of NS
- [ahead]
- Halifax Citade
- Maritime Museum
- Pier 21
- Public Gardens

[sub-district logotype: Downtown
Halifax]

E1.1003

W Barrington inside Parade Square
entrance
Map page:C2

Facing N
[Capital District Logo]
[left]

- Art Gallery of NS
- Chebucto Landing
- Halifax Waterfront
- Historic Properties
- Maritime Museum
- Pier 21
- Province House
- [right]
- Halifax Citade
- Metro Centre & WTCC
- [ahead]
- Cornwallis Park
- Discovery Centre
- Int. Visitor Centre
- Mus. of Natural History
- Neptune Theatre
- NS Sport Hall of Fame
- Public Gardens

- Via Dartmouth Ferry
- Dartmouth Waterfront
- Dartmouth Museum
- Shubenacadie Canal

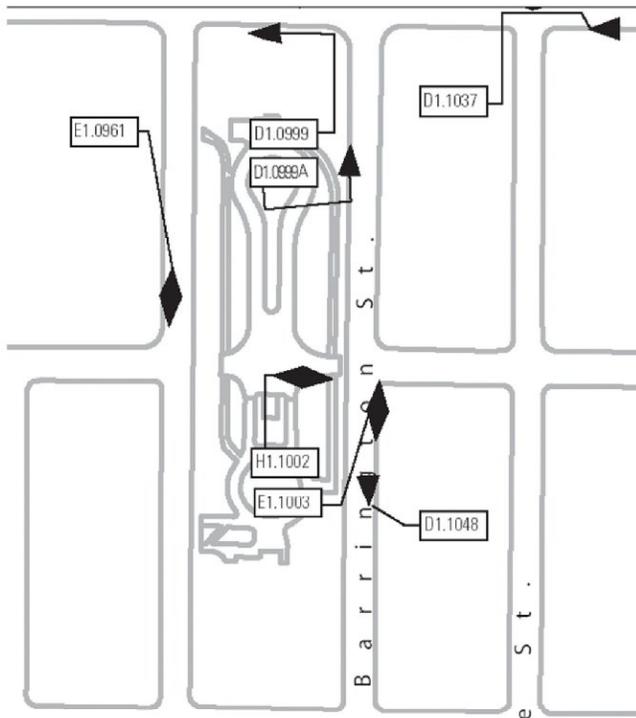
[sub-district logotype:Downtown
Halifax]

Facing S
[Capital District Logo]
[left]

- Halifax Citade
- [right]
- Metro Centre & WTCC
- [right]
- Art Gallery of NS
- Chebucto Landing
- Halifax Waterfront
- Historic Properties
- Maritime Museum
- Pier 21
- Province House
- [ahead]
- Casino NS
- Granville Mall
- Historic Properties
- Maritime Command Mus.

- Via Dartmouth Ferry
- Dartmouth Waterfront
- Dartmouth Museum
- Shubenacadie Canal

[sub-district logotype:Downtown
Halifax]



H1.1002

In Grand Parade
Map page:C2

Facing E
[Capital District Logo]

[Int. content TBD]
[sub-district logotype: Downtown
Halifax]

Facing W
[Capital District Logo]

[Int. content TBD]
[sub-district logotype: Downtown
Halifax]

D1.1048

E Barrington, S of George
Map page:C2

Facing S
[Capital District Logo]
[right]

- Art Gallery of NS
- Maritime Museum
- Pier 21

[sub-district logotype: Downtown
Halifax]





1



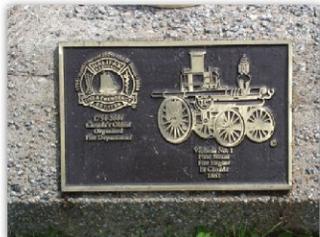
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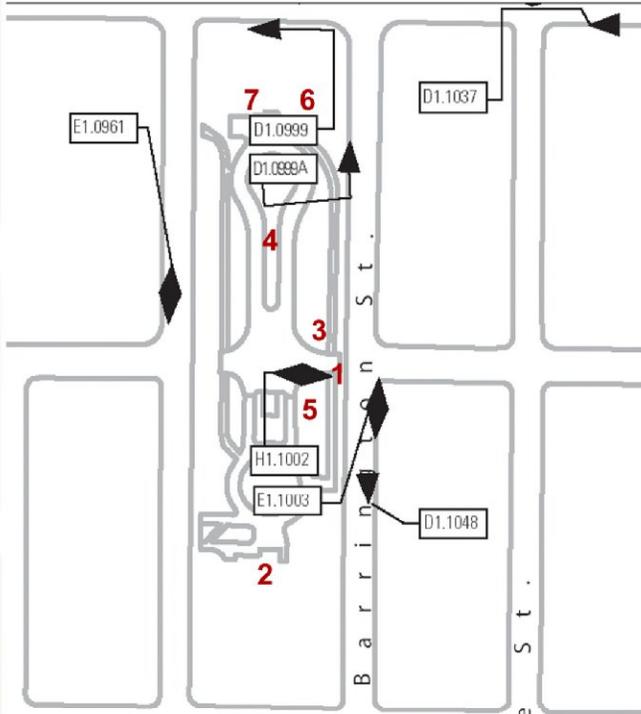
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4



5



6



7



To remain in place



1

To remain in place



2

To be removed



3

To be relocated according to detailed design



4

To be relocated according to detailed design



5

To remain in place

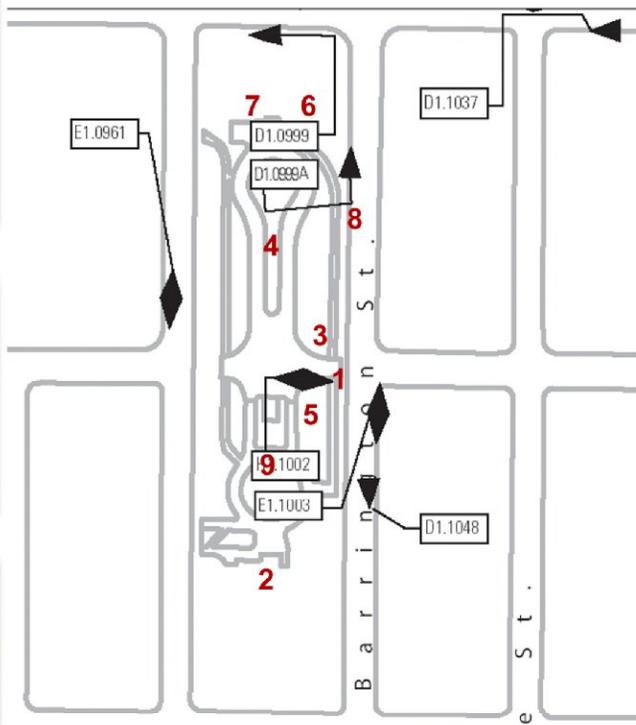


6

To remain in place



7



Underground parking directional - sign specification D1, Capital District Urban Design Study



8

Interpretive panel - sign specification H1, Capital District Urban Design Study



9



Appendix F



Grand Parade Programming / Special Events Guidelines

Introduction

The design brief presented in this report recommends the creation of an unobstructed hard surface events plaza between City Hall and the George/Carmichael Corridor with an approximate square footage of 22,000. Emphasis is placed on allowing greatest possible flexibility in this area to accommodate a wide range of event uses. The flattened area around and to the north of the Cenotaph (approximately 8,000 square feet) is intended to serve quieter more dignified ceremonial functions.

While it is imperative to have guidelines for the usage of Grand Parade in place, it should be remembered, that the balance between organized and spontaneous public use is an important factor in determining the extent to which Grand Parade is successful as a public space. If events and celebratory use of the square depend solely on those officially organized, then no matter how well intentioned and varied these are, the space will be perceived as a civic controlled space and this in itself will be detrimental to its public 'ownership', purpose and use.

Current guidelines

Grand Parade is one of the most sought after park locations for holding events in the Halifax Regional Municipality. Currently, the use of the space for events is regulated in the *Grand Parade Guidelines* (attached to this appendix), which lay out usage parameters, site availability, booking procedures, fees and insurance requirements. All bookings have to be approved by HRM Real Property and Asset Management's Outdoor Facility Scheduling Office. It has been suggested that the current guidelines are not sufficient and leave room for interpretation, which has led to conflict between event organizers, Council and St. Paul's Church.

Guidelines in other jurisdictions

Successful public urban squares throughout the world are typically premier locations to hold events, such as large-scale concerts, cultural festivals, ceremonial gatherings, charity events, commercial events, exhibitions and film festivals. Maximum usage of such spaces is a universal intent, however, what constitutes events and activities considered 'appropriate', varies from plaza to plaza and city to city. In the end, it is the unique character of the locale, the '*genius loci*', and the values of the people and their elected representatives that

determine the appropriateness of uses. While the management policies of some urban squares emphasize non-profit event usage others seem to actively encourage commercial and private business uses as a means to generate revenue. Some allow consumption of alcohol, others strictly forbid it.

Proposed amendments to Grand Parade guidelines

Generally, it is believed that the immediate relocation of parking from Grand Parade as proposed in this report will eliminate the potential for conflict between event organizers and tenants of the two Grand Parade buildings. Conflicts that have arisen in the past, were often not controversies about the inappropriateness of uses but in fact about the encroachment of those activities on existing parking.

By and large, the guidelines in place for Grand Parade are in line with similar regulations in other jurisdictions. However, amendments to the guidelines appear necessary. These amendments should be produced in close dialogue between HRM special events coordinators, City Hall, and St. Paul's Church. The attached document "Grand Parade Special Events Draft Guidelines" is intended to help initiate this dialogue. It contains a number of changes to the current guidelines, which refine policies and procedures and are believed to ensure the continued and further improved vitality of Grand Parade as a prime location for special events in HRM's Capital District.

The following amendments to the current guidelines are included in "Grand Parade Special Events Draft Guidelines":

- § Restructuring of existing guidelines to guarantee effortless comprehension
- § Definition of time frame for applications and procedure for initial inquiry
- § Changes of site availability parameters to reflect removal of parking and redesign of Grand Parade
- § Reserving of Ceremonial Circle (Area "B") area for smaller 'quieter' functions such as classical concerts, singer-songwriter events and ceremonial functions
- § Dedication of events plaza to larger scale events
- § Preservation of unobstructed pedestrian flow along George/Carmichael corridor through Grand Parade and vehicle access to front door of St. Paul's Church
- § Provision to hold private and business functions, however, non-profit events take precedent
- § Introduction of new three-tier fee structure to reflect nature of events.
- § Inclusion of 'A-Z' list of definitions for what is allowed and what is not

- § Provision for the sale of alcoholic beverages if proceeds are donated to a non-profit or charitable organization
- § Provision for the temporary erection of large tents (i.e. Jazz Festival) on new events plaza
- § Accommodation for temporary outdoor art exhibitions
- § Provision for special season events such as skating rink or Christmas Markets
- § Provision for mid-week farmer's & flower market

Please note that the Draft Guidelines attached assume that reconstruction of Grand Parade has been completed.

Grand Parade Special Events Draft Guidelines

These guidelines are to inform prospective event organizers what information will be required and what parameters should be worked within when wishing to organize special events within Grand Parade. The Special Events Draft Guidelines contain the following:

- 1. Special Event Application Procedures**
 - 2. Licenses, Permits and Insurance**
 - 3. General Conditions**
 - 4. Site Availability**
 - 5. Operational Guidelines**
 - 6. Fees**
-

1. Special Event Application Procedures

- § Before completing any application documents, you must first call the Real Property and Asset Management - Outdoor Facility Scheduling Office at 490-7100, to enquire about the availability of the date you are requesting for your event. Applications must be received by the Outdoor Facility Scheduling Office at least 8 weeks before the event and application does not guarantee that event will be permitted.
- § Requests are to be made in writing by using the Grand Parade Request for Usage Facility Application Form (XXX, dated XXX) and a site map of the event set up and layout as well as anticipated attendance number is to be attached for approval.
- § Use of the Grand Parade is not confirmed until the site map is approved and the contract is signed by both parties.
- § After review and clarification of any issues, an Outdoor Facility Rental Contract confirming permission for use must be signed by the event organizer.
- § All applicable fees are to be paid at the time the contract is signed.
- § Provide a name and number for a contact person that will be on site during set up and during the duration of the event.

2. Licenses, Permits and Insurance

All events and assemblies must obey Federal, Provincial and Municipal laws and/or by-laws including but not limited to the Criminal Code, Protection of Property act, or HRM Parks By-Law. It is the responsibility of the users of the Grand Parade to ensure that they are compliant with all appropriate laws and regulations. Any charter, law or by-law may supersede these guidelines. Furthermore:

- § The event organizer must provide in advance, proof of insurance covering the event and indemnifying the Halifax Regional Municipality. Such insurance must satisfy the needs and requirements of HRM.
- § The event organizer must adhere to all safety codes as outlined by the Nova Scotia Public Safety Act.
- § All permits and/or inspections are the user's responsibility to acquire at the user's expense. User must provide to Outdoor Facility Scheduling Office copies of all other permits issued prior to receiving the event permit.
- § Comply with security requirements deemed necessary by the Outdoor Facility Scheduling Staff. Any associated costs will be the responsibility of the user.
- § Any vending or supply of food must be approved and receive the appropriate licensing from HRM. The user must also notify the site vendors who have year-long permits for this site and explain the user's intentions for food. A list of vendors is available upon request.

3. General Conditions

While the Grand Parade is for the use and enjoyment of all citizens and guests of HRM, it is not to be used for any events that fall into the following categories:

- § Distribution of hate literature
- § Militant group demonstrations
- § Racist organizations
- § Exclusive use of site so as to not bar non-participating citizens from accessing a portion of the Grand Parade
- § Events that knowingly endanger the lives or well being of the public or surrounding property.

The Halifax Regional Municipality does not condone any activity which promotes hatred, violence or racism. The Halifax Regional Municipality does respect the rights and freedoms guaranteed under the Canadian Charter of Rights and Freedoms and relies on "the reasonable limits prescribed by law as can be demonstrably justified in a free democratic society". Therefore, all activities in the Grand Parade will respect the Canadian Charter of Rights and Freedoms, and in particular:

- § Freedom of thought , belief, opinion and expression
- § Freedom of peaceful assembly

4. Site Availability

Grand Parade may be used for community celebrations, performances, exhibitions, rallies and a variety of promotional or commercial event uses. Should scheduling conflicts arise, non-profit events take precedent over commercial event uses. Unscheduled demonstrations or activities in the square shall respect the scheduled events of others. If an unplanned event causes a disturbance to participants enjoying an authorized activity, the unplanned activity may be required to cease activity or move to another location in order to not disturb the planned event.

Available Times

No scheduled user of the Grand Parade is permitted to:

- § Use the park on Tuesday afternoons after 12:30 pm (Noon) and Tuesday evenings when Council is scheduled to be in session unless the user was booked into the site with permission.
- § Use the area of Grand Parade closest to City Hall during normal working hours (Monday to Friday, 8:30 am to 5:00 pm) except by special permission.
- § Operate any event during Sunday mornings prior to 12:00 pm (Noon).

Available Locations

Two sites are available to be regularly booked for event uses (see attached map). Area "A", the events plaza between City Hall and George/Carmichael corridor, with an approximate square footage of 22,000, is available for small, medium, and large scale not-for-profit as well as commercial events.

Area "B", the ceremonial circle, with an approximate square footage of 8,000 is reserved for small scale events such as classical concerts, singer-songwriter, pantomime performances as well as dignified ceremonial functions. No commercial events are to be held in Area "B". Seating can be provided on the circular stairs enclosing area "B". At no time can the Cenotaph be blocked or adorned.

Movement along the two circulation corridors, "George/Carmichael Corridor" and "St. Paul's Access Corridor" (see attached map), must be guaranteed during any special event.

5. Operational Guidelines

These guidelines summarize regulations which may affect your event. Before filling out your application, please review these guidelines and take action on any of those that apply to your event. If any part of your event falls outside of these guidelines, you can appeal to the Halifax Regional Council for a regulation exemption.

Accessibility:

Grand Parade is accessible to persons in wheelchairs. Access points and pathways shall not be blocked in order to maintain accessibility and to accommodate pedestrian traffic flow along the George/Carmichael Corridor and vehicular access to the front doors of St. Paul's Church. At all times, unless special permission has been granted, there is to be access to the site off Barrington Street for emergency vehicles. Access to the Grand Parade stairs on Argyle Street can not be blocked.

Alcoholic Beverages:

Alcoholic beverages can only be sold, served and consumed on licensed premises and all profits must be donated to a non-profit or charitable organization. It is the responsibility of the event organizer to:

- § obtain all the necessary licensing
- § provide proof of trained bar tenders
- § arrange and pay for an approved security officer to supervise each entrance and exit to licensed area

It is the responsibility of the event organizer to post the following signs in a prominent location in the licensed area:

- § a sign naming the special occasion permit
- § a “do not drink and drive” sign
- § a sign stating that “it is harmful for pregnant woman to drink alcoholic beverages”
- § a sign stating that “it is illegal to serve alcohol to minors, intoxicated patrons, or to the point of intoxication”

Food must be available in the licensed area and beverages must include low alcohol and non-alcoholic drink choices. The use of re-usable cups is encouraged. If disposable cups are used, recycling containers must be provided.

Balloons

Unaffixed helium-filled balloons are prohibited in Grand Parade. Decorative balloons must be firmly affixed at locations not accessible to the public. Balloons for distribution to the public must be air-filled. Releasing balloons is not permitted. At the conclusion of the event, all balloons must be removed and properly discarded.

Barbecues

Only propane barbecues will be permitted provided the event organizer supplies one fire extinguisher per barbecue unit. For safety reasons, barbecues must be enclosed within a barrier. Propane cannot be stored overnight at Grand Parade.

Beauty Pageants/Contests

Events on the Square should not exploit the bodies of men, women, boys or girls solely for the purpose of attracting attention; and, specifically beauty pageants will be prohibited.

Candles

Candles are prohibited in Grand Parade. Safety light sticks are an acceptable alternative.

Christmas Market

Provisions for a Design, Arts and Crafts Christmas Market in the four weeks prior to December 24 exist. Vendors must be approved by Outdoor Facility Scheduling Office. Guidelines for vendors ensure that the foods and gifts sold are of the highest level of quality and tradition. Food and warm alcoholic beverages may be sold (see Alcoholic Beverages). Please contact Outdoor Facility Scheduling Office for details.

Clean up

All materials and equipment belonging to the event must be removed upon completion of the event. HRM will not be responsible for any items left behind. Limited waste disposal facilities are provided on-site. Event organizer will be responsible for pick-up of garbage

that exceeds the Grand Parade capabilities. The event organizer is required to return Grand Parade to its original condition or a chargeback for housekeeping will apply.

Confetti

Confetti can not be thrown in Grand Parade.

Damages

The event organizer is liable for any physical loss or damage to the Grand Parade property or equipment during the period of their occupation of the square. The event organizer is liable for all damages incurred by its staff and/or agents on Grand Parade. A Damage Deposit will be held until an inspection of the property has been completed at the conclusion of occupation in the presence of the event organizer and the Outdoor Facility Scheduling Office. The deposit will be applied against any damages assessed and the balance due to either party will be included in the post-event reconciliation. If the inspection determines that no damages to the property occurred, the deposit will be returned.

Displays

Displays may be erected at Grand Parade as stand alone exhibitions or as part of larger events. Some conditions may apply to the installation or content of your display.

Electrical Requirements

All electrical requirements and plans must be submitted to the Outdoor Facility Scheduling Office at least two weeks prior to the event for review by HRM technical staff.

Fire

Any form of open flame is restricted. All Fire Code regulations must be enforced. Use of fire during performances must be approved in advance by the Outdoor Facility Scheduling Office. Fire Marshall approval may be required.

Fire Services

Fire Services can only be set up using water barrels - no stakes are to be driven into the ground.

Fireworks

see Pyrotechnics

First Aid/Life Safety

Depending on the number of patrons or type of event, ambulance presence may be required. It is the responsibility of the event organizer to make the necessary arrangements.

Flag Raisings

Requests for flag raisings should be directed to the Outdoor Facility Scheduling Office. The desecration of flags or other national symbols is prohibited.

Food Sales/Services

Any vending or supply of food must be approved and receive the appropriate licensing from HRM. The user must also notify the site vendors who have year-long permits for this site and explain the user's intentions for food. A list of vendors is available upon request.

Fountains

Use of Grand Parade in-ground fountains will require prior approval. Typically, the fountains are turned off during events, particularly when the stage is in use.

Fundraising

The sale of items for the purpose of fundraising is permitted in support of non-profit or charitable organizations. Soliciting for donations may be permitted at pre-approved locations.

Good Neighbour Policy

The Square is situated amongst civic, retail and office buildings and places of worship. In an effort to minimize disruption to our neighbours, the Square abides by the HRM Noise By-Law N-200. Loud amplified performances need special permission. No loud performance may extend past 11:00 pm or begin before 7:30 am. Amplified music is not permitted at the site during normal working hours (8:00 a.m -6:00 p.m.) except by special, written permission. Soft music or other sounds heard only within the property line of Grand Parade will be allowed throughout the day. Event organizers should also be mindful not to shine lights directly into neighbouring buildings. Use of spotlights, intelligent lights and klieg lights is subject to approval.

In order to ensure effective communication of event information, the Outdoor Facility Scheduling Office will notify St. Paul's Church, the Commissionaire at City Hall, identified staff in the CAO's, Mayor's, and Councillor's office of the events by E-mail and/or fax every Monday morning during the spring and summer months. A two week schedule will be provided along with any necessary changes or updated information. During the fall and winter, updates will be provided as bookings are requested.

Hot Air Balloons

Tethering of hot air balloons is not allowed.

Insurance

The event organizer is responsible for obtaining necessary insurance for their event.

Lighting

Event organizer may bring lighting but should be aware of the power requirements when doing so. Grand Parade will be illuminated as per usual practice unless otherwise agreed upon. All lighting requests must be submitted at least two weeks prior to the event. Emergency lighting cannot be dimmed or turned off.

Market

Provisions for a farmer's/flower market on Wednesdays in the months of May to September exist. Vendors must be approved by Outdoor Facility Scheduling Office. Please contact Outdoor Facility Scheduling Office for details.

Non-Discrimination

Any action that could incite hatred and/or violence is prohibited. The event organizer will be required to complete and sign a Declaration of Adoption of Non-Discrimination Policy.

Parade Permit / Street Closures

Street Closures may be necessary to accommodate loading / unloading and events expecting large attendance. Street Closures should be coordinated through the Outdoor Facility Scheduling Office and will require a permit from HRM. If event includes a parade on a street, please contact Halifax Regional Police to obtain a parade permit.

Parking

Parking for event related purpose of loading and un-loading is allowed in Grand Parade. All permanent parking is prohibited.

Permits

The event organizer shall obtain and pay for all necessary permits and licenses and shall not do or suffer to be done anything in Grand Parade in contravention of any statutory enactments, laws, regulations, by-laws, rules and requirements.

Printed Materials

Distribution of printed materials such as flyers, posters and brochures are permitted in conjunction with an event. HRM reserves the right to request copies of printed materials for approval.

Pyrotechnics

The use of pyrotechnics (fireworks) is restricted. Pyrotechnics may be permitted by special authorization by Outdoor Facility Scheduling Office and Halifax Regional Fire and Emergency Service.

Sale of Merchandise

The sale of merchandise at events must be directly related to and ancillary to the event and will be allowed only with prior approval. Outdoor Facility Scheduling Office may levy a merchandising fee. The Outdoor Facility Scheduling Office reserves the right to sell and/or distribute Grand Parade merchandise at all times.

Security, Crowd Control and Extra Policing

All security services for events must be coordinated through the Outdoor Facility Scheduling Office. A preferred list of suppliers may exist. In addition, the event organizer may be required to make arrangements for crowd and traffic control with Halifax Regional Police.

Signage

All signage and location of signs must be approved prior to the event. No signs can be posted at any time on the pillars, building, walkways, or arches of City Hall, St. Paul's Church and at the Cenotaph.

Skating Rink

Exclusive use of the rink for events that prevents public access is not generally permitted. No commercial advertising of any kind is permitted on the rink surface.

SOCAN

The Society of Composers and Musicians (SOCAN) is a copyright collective representing more than 80,000 Canadian creators and publishers and, through affiliated performing rights organizations, hundreds of thousands more worldwide. If you use music as part of your functions, you usually need a performing rights license. SOCAN

has been assigned the right to administer collection of license fees under Canada's Copyright Act and is recognized by The Canadian Intellectual Property Office (CIPO), the government department which is responsible for copyright matters.

Grand Parade pays fees to SOCAN for the right to broadcast ambient music and have busking performances. Additional fees are levied for stage performances. Event promoters are responsible for paying SOCAN fees for all the music programmed at their events. For more information please visit www.socan.ca

Sound Amplification

You are required to adhere to the regulations respecting noise as per HRM By-Law N-200. Amplified music is not permitted at the site during normal working hours (8:00 a.m - 6:00 p.m.) except by special, written permission. The Outdoor Facility Scheduling Office has the right to ensure the HRM Noise By-Law N-200 is adhered to. A copy of the by-law is available from the Outdoor Facility Scheduling Office. See also Good Neighbour Policy.

Sports

Sports events must meet all safety regulations and obtain a Certificate of Insurance. Participants may be required to sign a waiver prior to the event.

Storage

Storage space is not available at Grand Parade.

Tents/Structures

Canopies open on three sides can be erected for any event. Any large tents or additional structures erected in Grand Parade must have prior approval. Tents and other structures must be anchored by weights. Stakes cannot be driven into the ground.

Vehicles

Scheduled deliveries for events must be made to the designated areas. Access to these areas must be requested in advance from the Outdoor Facility Scheduling Office. Information on the weights of vehicles may be required. Some weight restrictions may apply on in Grand Parade. Approximate arrival and departure times of vehicles must be provided prior to the event. Only vehicles essential to the operation of the event will be permitted in Grand Parade. Parking is permitted for loading and unloading purposes only. The speed limit in Grand Parade is five km/hour.

Washrooms

The existing public washroom facilities under Grand Parade have limited capacity. Portable toilets may be required based on projected attendance of events.

Other

- One percent of admissions must be reserved for Outdoor Facility Scheduling Office during gated events.
- Capacity of Grand Parade varies depending on nature of event.
- Outdoor Facility Scheduling Office reserves broadcast rights in all media including, but not limited to: film, television, radio and internet. Use of the name, logo or image of Grand Parade is by permission only.

- All advertising and promotional material must be approved by Outdoor Facility Scheduling Office.

6. Fees

All users will be charged the fees for the use of the Grand Parade as follows. All prices are per day, regardless of the length of the event:

Activity Classification

Rate 1 *	Rate 2	Rate 3
Open to the Public	Open to the Public	Closed to the Public
Events with: § NO sales § NO donations § NO registration fees § NO concessions § NO entry fees § NO admission fees and § NO pledges of future revenues § NO sponsor signage allowed	Events which generate: § Sales § Registration fees § Concessions § Entry fees § Donations and/or pledges of future revenues § Sponsor signage allowed	Events which provide limited or NO public access through: § Entry fees § Admission fees § Private invitation only event § Sponsor signage allowed

* Civic events and Services of Remembrance shall be exempt from fees.

Rental Area Rates

	Rate 1	Rate 2	Rate 3
Area "A" – Events Plaza	\$ 96.00	\$ XX	\$ XX
Area "B" – Ceremonial Circle	\$ XX	N/A	N/A

Filming

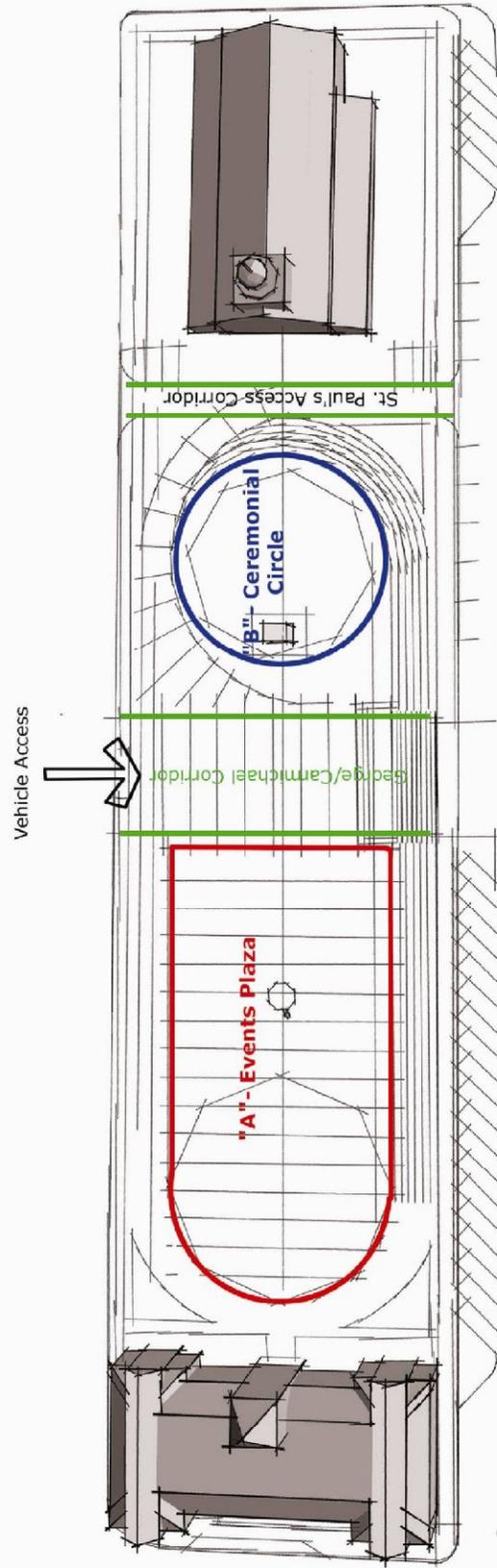
Film crews will be charged \$ 150.00 per day for the usage of Grand Parade.

Fees applied to all events

Electrical	\$ 10
Water	\$ XX
Garbage	\$ XX
Pressure Washing	\$ XX

Electrical and water are standard hook-up fees and will be determined by actual usage. Special power needs are subject to additional charges. Cleaning and garbage fees are calculated on number of event days, attendance, and impact of event. Some fixed fees may be waived if client does not require their use and if the Outdoor Facility Scheduling Office determines that they are not necessary. Any and all fixed fee waivers will be determined by Outdoor Facility Scheduling Office Staff.

If the user is using HRM services, the user is financially responsible and is required to pay for said services as per the procedures set forth by the Outdoor Sport and Community/Special Events Scheduling Office.



Grand Parade: Sites available for programming

Appendix G



Grand Parade / Province House Joint Public Lands Plan

Conceptual Budget

Date: 8 November 2006

Please note that these costs are order of magnitude and have been developed for comparative purposes only. Further design and investigation are required in order to create more accurate estimates that could be used for budgetary purposes.

Events Plaza (between City Hall and George/Carmichael Corridor)

Item	Quantity	Units	Unit Cost	Cost
Events plaza paving	2,220	sm	\$ 115	\$ 255,300
Terraces along Argyle	250	lm	\$ 350	\$ 87,500
Walkway surfacing along Barrington (Plaza level)	125	sm	\$ 115	\$ 14,375
Planting in front of City Hall	100	sm	\$ 100	\$ 10,000
Tree planting along edges of Plaza	10	each	\$ 1,500	\$ 15,000
Moveable planters	12	each	\$ 1,500	\$ 18,000
Christmas tree mounting structure (flush to surface)	1	each	\$ 7,500	\$ 7,500
Flag pole base	1	each	\$ 10,000	\$ 10,000
In-ground electrical and sound	2	each	\$ 40,000	\$ 80,000
In-ground fountains	1	lump sum	\$ 270,000	\$ 270,000
Ice plant for outdoor rink c/w granular & insulation	1	90 tonne	\$ 550,000	\$ 550,000
Kiosk w/ stairs and elevator to Barrington level	1	each	\$ 200,000	\$ 200,000
Recessed Up-Lighting	8	each	\$ 1,000	\$ 8,000
Benches	8	each	\$ 2,500	\$ 20,000
Waste containers	8	each	\$ 2,000	\$ 16,000
Bike racks	6	each	\$ 600	\$ 3,600
Demolition	2500	each	\$ 8.50	\$ 21,250
Project Sub-total				\$ 1,586,525
Design & Engineering (10%)				\$ 158,653
Contingency (15%)				\$ 237,979
Total				\$ 1,983,156

Widening of George/Carmichael Corridor

Item	Quantity	Units	Unit Cost	Cost
Widening opening in granite wall along Barrington	1	lump sum	\$ 35,000	\$ 35,000
Concrete pavers corridor	550	sm	\$ 115	\$ 63,250
Repair and widen granite stairs along Argyle	1	lump sum	\$ 50,000	\$ 50,000
Removable bollards	5	each	\$ 800	\$ 4,000
Demolition	550	each	\$ 8.50	\$ 4,675
Project Sub-total				\$ 156,925
Design & Engineering (10%)				\$ 15,693
Contingency (15%)				\$ 23,539
Total				\$ 196,156

Ceremonial Circle (between St. Paul's Church and George/Carmichael Corridor)

Item	Quantity	Units	Unit Cost	Cost
Concrete pavers St. Paul's Hill	205	sm	\$ 115	\$ 23,575
Removable bollards St. Paul's Hill	6	each	\$ 800	\$ 4,800
Surface parking space in front of St. Paul's Church	60	sm	\$ 115	\$ 6,900
Terraces along Argyle	225	lm	\$ 350	\$ 78,750
Concrete pavers in front of Cenotaph	150	sm	\$ 115	\$ 17,250
Concrete pavers between Cenotaph and Church	200	sm	\$ 115	\$ 23,000
Concrete pavers around Ceremonial Circle	240	sm	\$ 115	\$ 27,600
Concrete pavers circular ramp	290	sm	\$ 115	\$ 33,350
Ceremonial granite stairs to leading to Church	1	lump sum	\$ 50,000	\$ 50,000
Flat grass gathering area	260	sm	\$ 20	\$ 5,200
Low raised planters	2	lump sum	\$ 22,000	\$ 44,000
Tree planting	10	each	\$ 1,200	\$ 12,000
Recessed Up-Lighting	4	each	\$ 650	\$ 2,600
Benches	6	each	\$ 2,500	\$ 15,000
Waste Containers	4	each	\$ 2,000	\$ 8,000
Demolition	1,345	each	\$ 8.50	\$ 11,433
Project Sub-total				\$ 363,458
Design & Engineering (10%)				\$ 36,346
Contingency (15%)				\$ 54,519
Total				\$ 454,322

Coloured Concrete Paving and Concrete Pavers on Sidewalk on Barrington, Duke, and Prince Street

Item	Quantity	Units	Unit Cost	Cost
Coloured concrete in street	3,700	sm	\$ 80	\$ 296,000
Concrete paver sidewalk paving	700	sm	\$ 115	\$ 80,500
Granite curbing	320	lm	\$ 75	\$ 24,000
Waste Containers	6	each	\$ 2,000	\$ 12,000
Reset catchbasins and manholes	12	each	\$ 500	\$ 6,000
Traffic control	30	lump sum	\$ 800	\$ 24,000
Demolition	4,400	each	\$ 8.50	\$ 37,400
Project Sub-total				\$ 479,900
Design & Engineering (10%)				\$ 47,990
Contingency (15%)				\$ 71,985
Total				\$ 599,875

Project Total w/o Barrington Wall \$ 3,233,509**Project Total \$ 3,538,509**

These cost estimates are exclusive of the rehabilitation of the retaining wall along Barrington Street, which will have to be done in any case.

Grand Parade / Province House Joint Public Lands Plan Comparison of Costs for Different Options for Development of the Birk's / Truscan Site

Date: 8 November 2006

Please note that these costs are order of magnitude and have been developed for comparative purposes only. Further design and investigation are required in order to create more accurate estimates that could be used for budgetary purposes.

Item	Quantity	Unit Cost	Cost	SM /SF Cost Rentable Space*		
OPTION 1: Determine What Uses Could Be Accommodated with Minimal Changes to the Structure						Assumptions
Renovation of Dennis Building	2,905 sm	\$ 1,969	5,720,177			Renovation assumptions will be similar to the Johnston Building. A premium has been added to allow for tying into the existing building.
Construction of New Building Around	5,365 sm	\$ 2,896	15,534,443	sm	sf	
Gross Floor Area Metric	8,270 sm		Total \$ 21,254,621	\$2,570	\$239	
Gross Floor Area Imp	88,985 sf					
OPTION 2: Incorporate Façade of Dennis Building into New Building						
Removal and Re-Installation of Dennis Bldg. Façade	1,105 sm	\$ 4,304	4,755,920			A premium has been added to allow for tying into the existing building. Scenario may not be achievable, dismantling may cause irrevocable masonry damage.
Demolition of Dennis Building	2,905 sm	\$ 172	500,125			
Construction of New Building	8,270 sm	\$ 2,227	18,419,936			
Construction of 3 Levels of Underground Parking	4,920 sm	\$ 1,829	8,999,664	sm	sf	
Gross Floor Area Metric	8,270 sm		Total \$ 32,675,645	\$2,863	\$266	
Gross Floor Area Imp	88,985 sf					
OPTION 3: Demolish Existing Building and Construct New Building						
Demolition of Dennis Building	2,905 sm	\$ 172	500,125			
Construction of New Building	8,270 sm	\$ 2,227	18,419,936			
Construction of 3 Levels of Underground Parking	4,920 sm	\$ 1,829	8,999,664	sm	sf	
Gross Floor Area Metric	8,270 sm		Total \$ 27,919,725	\$2,288	\$213	
Gross Floor Area Imp	88,985 sf					
OPTION 4: Keep Every Second Floor of the Dennis Building						
Demolition of Every Second Floor (3 Floors)	1,245 sm	\$ 344	428,678			A premium has been added to allow for tying into the existing building.
Reinforcing of Dennis Bldg. Structure	2,905 sm	\$ 215	625,156			
Renovation of Dennis Building	1,660 sm	\$ 3,120	5,179,864			
Construction of New Building Around	5,365 sm	\$ 2,896	15,534,443	sm	sf	
Gross Floor Area Metric	7,025 sm		Total \$ 21,768,142	\$3,099	\$288	
Gross Floor Area Imp	75,589 sf					
OPTION 5: Preserve the Bottom Four Storeys and Build New on Top						
Demolition of Top Three Floors of Dennis Bldg.	1,245 sm	\$ 344	428,678			A premium has been added to allow for preservation of lower floors during demolition. The same floor area as the top 3 floors that were removed can be rebuilt.
Demolition of Two Floors of in Remaining Bldg.	830 sm	\$ 344	285,786			
Reinforcing of Dennis Bldg. Structure	2,905 sm	\$ 269	781,445			
Renovation of Dennis Building	830 sm	\$ 3,120	2,589,932			
Construction of New Building on Top	1,245 sm	\$ 4,347	5,412,065			
Construction of New Building Around	5,365 sm	\$ 2,227	11,949,572	sm	sf	
Gross Floor Area Metric	7,440 sm		Total \$ 21,447,478	\$2,883	\$268	
Gross Floor Area Imp	80,054 sf					

* Note: SM/SF cost is for office space only and does not include cost of parking.