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Item No. 9.1
Design Review Committee
September 14, 2017

TO: Chair and Members of Design Review Committee

SUBMITTED BY: **Original Signed by**
Kelly Denty, Acting Director of Planning and Development

DATE: August 29, 2017

SUBJECT: **Case 21134: Substantive Site Plan Approval – 1190 Barrington Street, Halifax**

ORIGIN

Application by Kassner Goodspeed Architects Limited for substantive site plan approval to enable the development of an 8-storey plus penthouse mixed-use building on the southwest corner of Barrington and South Streets.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Part VIII, Planning and Development

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for a mixed-use building at 1190 Barrington Street, Halifax, as shown in Attachment A;

2. Approve the proposed 3 variances to the Land Use By-law requirements; as contained in Attachment G for minimum ground floor height, landscaped open space, and streetwall stepback; and

3. Accept the findings of the qualitative Wind Impact Assessment, as contained in Attachment B.

BACKGROUND

An application has been received from Kassner-Goodspeed Architects Limited for substantive site plan approval to enable the development of an 8-storey plus penthouse mixed-use building on the southwest corner of Barrington and South Streets, Halifax (Map 1, Attachment A). To allow the development, the Design Review Committee (DRC) must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB).

This report addresses relevant guidelines of the Design Manual to assist the Committee in their decision.

Subject Site	1190 Barrington Street, Halifax
Location	Southwest corner of South and Barrington Streets, Halifax
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Lot Size	2,017 square metres (21,700 square feet)
Site Conditions	Gentle slope along Barrington St., increasing slope along South and Tobin Streets
Current Land Use(s)	Existing 4-storey commercial office building, surface parking in rear
Surrounding Land Use(s)	A mixture of commercial, residential and open space uses, including: • Cornwallis Park, the Westin Hotel, and the VIA train station across Barrington Street to the east; • Multi-unit residential and mixed-use buildings (including one under construction) to the north, along South Street; • Multi-unit residential buildings across Tobin Street to the south; and • Mixed density residential to the west, containing a mix of building forms.

Project Description

The proposed development involves the demolition of the existing building and the construction of an 8-storey mixed-use building with ground-floor commercial uses facing Barrington Street and the remainder consisting of a mix of residential unit types along with underground parking. Major elements of the project include:

- 1,800 square metres (19,375 square feet) of gross floor area;
- One storey of commercial use consisting of approximately 483.1 square metres (5,200 square feet) of commercial floor space at ground level with pedestrian access points along all streets and a separate residential lobby area;
- Eight storeys and a penthouse level of amenity space containing 86 residential units;
- Two underground parking levels containing 88 parking spaces;
- Vehicle access to underground parking is from Tobin Street;
- Landscaped areas, residential terraces, balconies and rooftop; and
- Exterior cladding materials which include brick and architectural stone, glass, aluminum frames, composite panels, glass canopies and glass/composite balconies with metal railings.

Information about the approach to the design of the building has been provided by the project's architect (Attachment C).

Regulatory Context - Municipal Planning Documents

Listed below are the relevant regulatory sections from the Downtown Halifax Secondary Municipal Planning Strategy (DHSMPS) and the Downtown Halifax LUB:

- Zone: DH-1 (Downtown Halifax)
- Precinct: Barrington Street South Precinct (Precinct No. 2). The site is not a registered heritage property.

- Maximum Building Height: The maximum permitted building height is 13.716 metres (45 feet). The property falls within an area of Precinct 2, where building height is measured between the commencement of the top of the storey of a building and the mean grade of the finished ground between the building and the fronting street (Attachments D and E).
- Streetwall Setback: A minimum setback of 4 metres from both South Street and Barrington Street is stipulated. The portion of South Street that is in front of the site is identified as a "Pedestrian-Oriented Street", which requires specific ground floor commercial uses such as restaurants and retail outlets that are oriented to promote pedestrian traffic.
- Streetwall Height: A maximum streetwall height of 21.5 metres along South Street and 18.5 metres along Barrington Street is stipulated.
- Civic Character: The site is identified as a Prominent Civic Frontage on Map 1 in the Design Manual. The design manual states that the design of these buildings should provide distinctive massing articulation and architectural features to reinforce their visual prominence.
- Pedestrian-Oriented Commercial Street: The Barrington Street frontage is identified as a pedestrian-oriented commercial street on Map 3 of the LUB.

Site Plan Approval Process

Under the site plan approval process, development proposals within the Downtown Halifax Plan area must meet the land use and building envelope requirements of the Land Use By-law (LUB), as well as the requirements of the By-law's Design Manual. The process requires approvals by both the Development Officer and the Design Review Committee (DRC) as follows:

Role of the Development Officer:

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

- Minimum Ground Floor Height
- Required Landscaped Open Space
- Minimum Streetwall Stepback

Role of the Design Review Committee:

The DRC, established under the LUB, is the body responsible for making decisions relative to a proposal's compliance with the requirements of the Design Manual.

The role of the DRC in this case is to:

1. Determine if the project is in keeping with the guidelines contained within the Design Manual;
2. Consider the variance requests that have been made pursuant to the variance criteria in the Design Manual (Attachments F and G); and
3. Determine if the proposal is acceptable in terms of expected wind conditions on pedestrian comfort and safety (Attachment B).

Notice and Appeal:

Where a proposal is approved by the DRC, notice is given to all assessed property owners within the DHSMPS Plan Area boundary plus 30 meters. Any assessed property owner within the area of notice may then appeal the decision of the DRC to Regional Council. If no appeal is filed, the Development Officer may then issue the Development Permit for the proposal. If an appeal is filed, Regional Council will hold a hearing and make decision on the application. A decision to uphold an approval will result in the approval of the project while a decision to overturn an approval will result in the refusal of the site plan approval application.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site plan approvals. The level of engagement was information sharing, achieved through the developer's website, public kiosks at HRM Customer Service Centres, and a Public Open House held on November 3, 2016.

DISCUSSION

Design Manual

As noted above, the Design Manual contains a variety of building design conditions that are to be met in the development of new buildings and modifications to existing buildings as follows:

- Section 2.2 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct 2; and
- Section 3.6 of the Design Manual specifies conditions by which variances to certain Land Use By-law requirements may be considered.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment F. The table indicates staff's analysis and advice as to whether the project complies with the guidelines. In addition, it identifies circumstances where there are different possible interpretations of how the project relates to a guideline, where additional explanation is warranted, or where the Design Review Committee will need to give attention in their assessment of conformance to the Design Manual.

Staff have undertaken a detailed review of the proposal, and have identified the following items as discussion items that require further consideration by the Design Review Committee.

Streetwall Design (2.2a, 3.1.1a, 3.2.1a)

The Design Manual provides direction that buildings should provide a fine grained expression of the streetwall and should replicate the existing rhythm of individual store fronts along the street. The neighbouring buildings are large residential buildings that are oriented away from Barrington Street, with their pedestrian entrances located on side streets, creating large blank walls along Barrington Street. As these were not appropriate buildings from which to draw design cues, the building instead responds to the historic hotel and train station. The massing of the proposed building is broken into three main vertical sections with the centre section recessed, drawing on the same vertical rhythm of the hotel. The base of the proposal is expressed in a similar way as the hotel, with the ground floor defined using cornice lines, materials and window size to define the ground floor.

Prominent Civic Frontage (2.2d, 3.4.1b)

The site is defined as a prominent civic frontage in the Design Manual, as it fronts on Cornwallis Park. The Design Manual states that new development shall appropriately frame Cornwallis Park and respect the train station as a historic landmark. The proposal responds to this by taking design cues from the hotel to frame the park and to create a consistent design expression around the park.

Roof line and Roofscapes (3.3.4)

The Design Manual requires buildings above six storeys to contribute to the skyline through sculpting, towers, night lighting and other unique features. The proposed building is 8 storeys plus a penthouse and located at the bottom of a hill, providing little opportunity to add to the skyline. The roofline is articulated with a cornice line, and then provides rooftop amenity space, with a pergola and a penthouse adding further definition to the top of the building.

Corner Sites (3.4.2)

The design manual requires a treatment to the building massing for corner sites. The frontage of the building runs from Barrington Street and Tobin Street to Barrington Street and South Street. As such, it has two corners that need consideration under the Design Manual. The building has recessed entries to

the commercial units, creating a small open space at each corner. Given that the building is taking design cues from the hotel, staff advise that this is an appropriate treatment for the corner sites.

Variances

The applicant is requesting three variances to the quantitative requirements of the Downtown Halifax LUB: minimum ground floor height; landscaped open space; and streetwall stepback. The applicant has outlined each of the variance requests through diagrams and provided a rationale pursuant to the Design Manual criteria (Attachment G). Importantly, the diagrams in Attachment G indicate the extent of each variance. The staff review of each variance request is provided in this section as outlined below.

Variance 1: Minimum Ground Floor Height: The applicant is requesting a variance to the requirement for a minimum ground floor height of 4.5 m. This can be considered subject to 3.6.15 of the Design Manual. This application is being considered subject to the following provisions:

3.6.15 The minimum floor-to-floor height for the ground floor of a building having access at the streetline or Transportation Reserve may be varied by Site Plan Approval where:

3.6.15a The proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and,
3.6.15b The proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition; and
3.6.15e In the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical

In this case, the variance is requested in response to the sloping conditions on the site. There is a slight slope along Barrington St, and steeper slopes along the frontages of Tobin and South Streets. The commercial frontage at the northeast corner of the building near Barrington and South Streets requires a variance to 4.2m. Similarly, the residential frontages along Tobin and South Streets are proposing to have ground floor heights ranging from 3m to 3.5m as shown on Attachment G. Staff are satisfied that the request meets the intent of the Design Manual and is required to accommodate the sites sloping conditions.

Variance 2: Landscaped Open Space: The applicant is requesting a variance to the amount of landscaped open space (LOS) that may be transferred to the rooftop. The LUB requires a total of 967.5 sm of LOS of which, 60% may be transferred to the roof top (Section 7(10)). Section 3.6.12 of the design manual allows the consideration of variances to the landscaped open space requirements in the LUB, subject to the following criteria:

3.6.12 Landscaped open space requirements may be varied by Site Plan Approval where:

3.6.12a The landscaped open space to be provided is consistent with the objectives and guidelines of the Design Manual; and
3.6.12b The modification does not exceed 10% of the requirement.

The applicant is requesting that 63% of the LOS be transferred to the rooftop resulting in a deficiency of 3% at ground level. As the Design Manual allows for the consideration of up to 10% variation of the

landscaped open space requirements, staff advise that this request is consistent with the requirements for a variance to this regulation.

Variance 3: Streetwall Stepback
Section 9(7) of the LUB requires a building stepback of 3m above the streetwall. The applicant is requesting a variance for two portions of the building where the upper storey stepback is reduced. Section 3.6.5 of the Design Manual provides the criteria that must be met when considering a variance:

3.6.5 Upper storey streetwall stepbacks may be varied by Site Plan Approval where:

- *3.6.5a The upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and*
- *3.6.5b The modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.*

The building transitions from commercial on the ground floor, to residential along the Tobin Street and South Street frontages. The commercial section of the building is brought to the property line along the Tobin and South frontages and meets the required stepback for the portion of the building above the podium. The residential sections of the building have an increased setback at the ground floor and provide a positive benefit through improved privacy and landscaping for the residential units. Additionally, the massing of the building is broken up by recessing sections of the frontage. This provides additional benefit as it improves how the building transitions from a commercial street to a lower rise residential area. It is at these recessed sections that the variance is requested (Attachment G), to continue the consistency of the upper portion of the building, while allowing the base of the building to respond to the established setbacks of adjacent residential buildings. Staff advise that this request is consistent with the intent of the Design Manual.

Wind Assessment
A Qualitative Wind Impact Assessment was prepared by Ekistics Planning & Design for the project and is included in Attachment B. The purpose of the assessment is to determine whether the site and its surroundings will be safe and comfortable for pedestrians once the new building is constructed. Wind conditions are rated in terms of relative comfort for different pedestrian activities that include sitting, standing and walking.

The assessment submitted for this proposal anticipates that the development will result in negligible change in thermal comfort for a person sitting, standing, walking or running within the wake zone of the building. The assessment also indicates that several multi-storey buildings within the vicinity will contribute in the disruption of street-level wind patterns, thus, the addition of the proposed development will have minor effect on the overall level of comfort for pedestrians. Therefore, no specific design treatments to mitigate wind impacts are necessary.

Conclusion
Staff advise that the proposed development and the requested variances are reasonably consistent with the objectives and guidelines of the Design Manual. It is, therefore, recommended that the substantive site plan approval application be approved.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2017/18 operating budget for C310 Urban & Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this report.

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES

1. The Design Review Committee may choose to approve the application with conditions. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.

2. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific guidelines of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

ATTACHMENTS

Map 1 Location and Zoning

Attachment A Site Plan Approval Plans
Attachment B Qualitative Wind Assessment
Attachment C Design Rationale
Attachment D Excerpt from the Downtown Halifax LUB (Map 4 - Maximum Pre-Bonus Heights)
Attachment E Excerpt from the Downtown Halifax LUB (Map 5 - Maximum Post-Bonus Heights)
Attachment F Design Manual Checklist
Attachment G Variance Rationale

A copy of this report can be obtained online at http://www.halifax.ca/commcoun/index.php then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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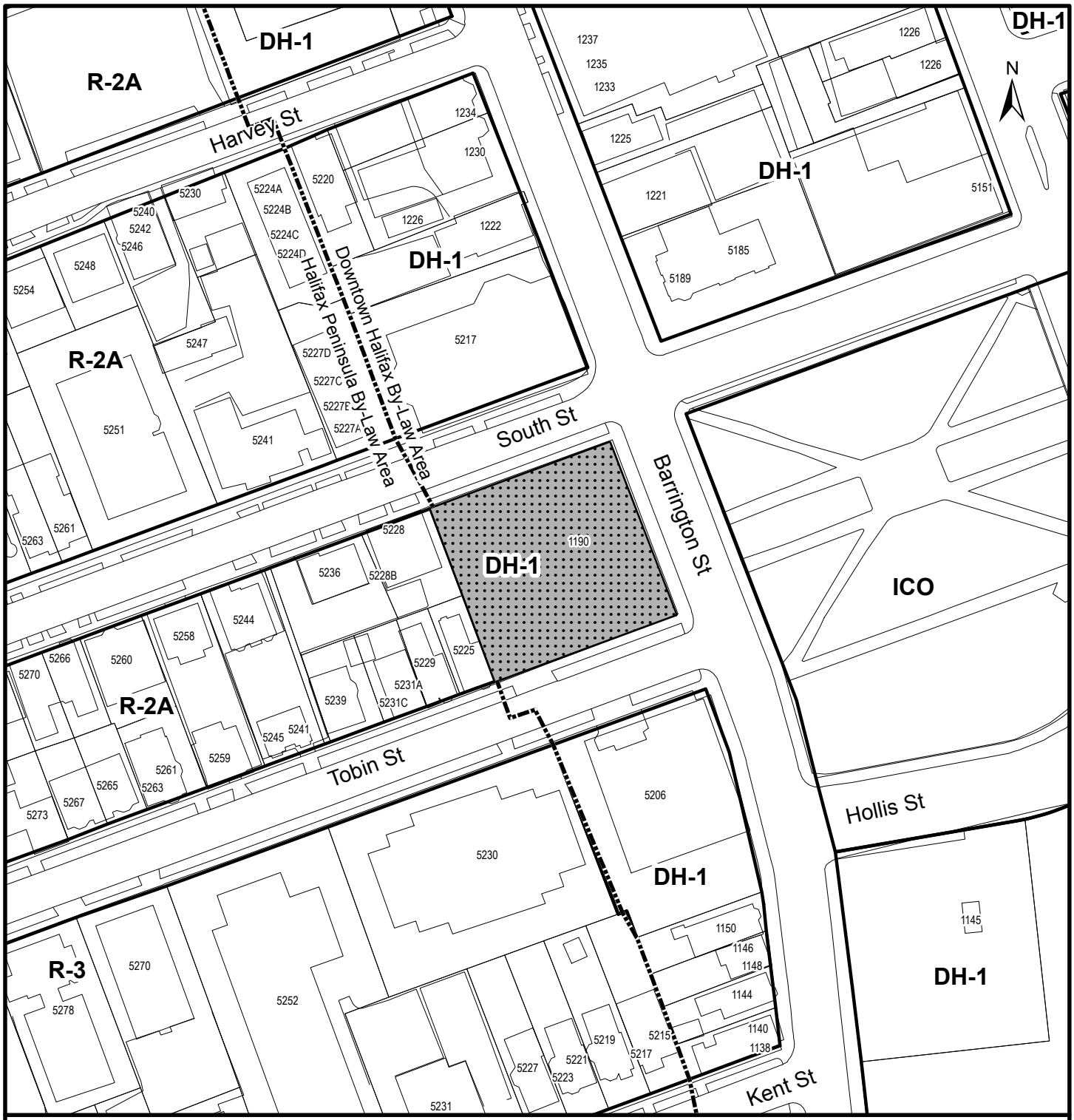
Report Approved by: Original signed by
Carl Purvis, Planning Applications Program Manager, 902.490.4797



Map 1 - Zoning and Location

1190 Barrington Street
Halifax

Subject Property

Downtown Halifax
Land Use By-Law Area

Downtown Halifax Zones

DH-1 Downtown Halifax
ICO Institutional, Cultural and Open Space

Peninsula Halifax Zones

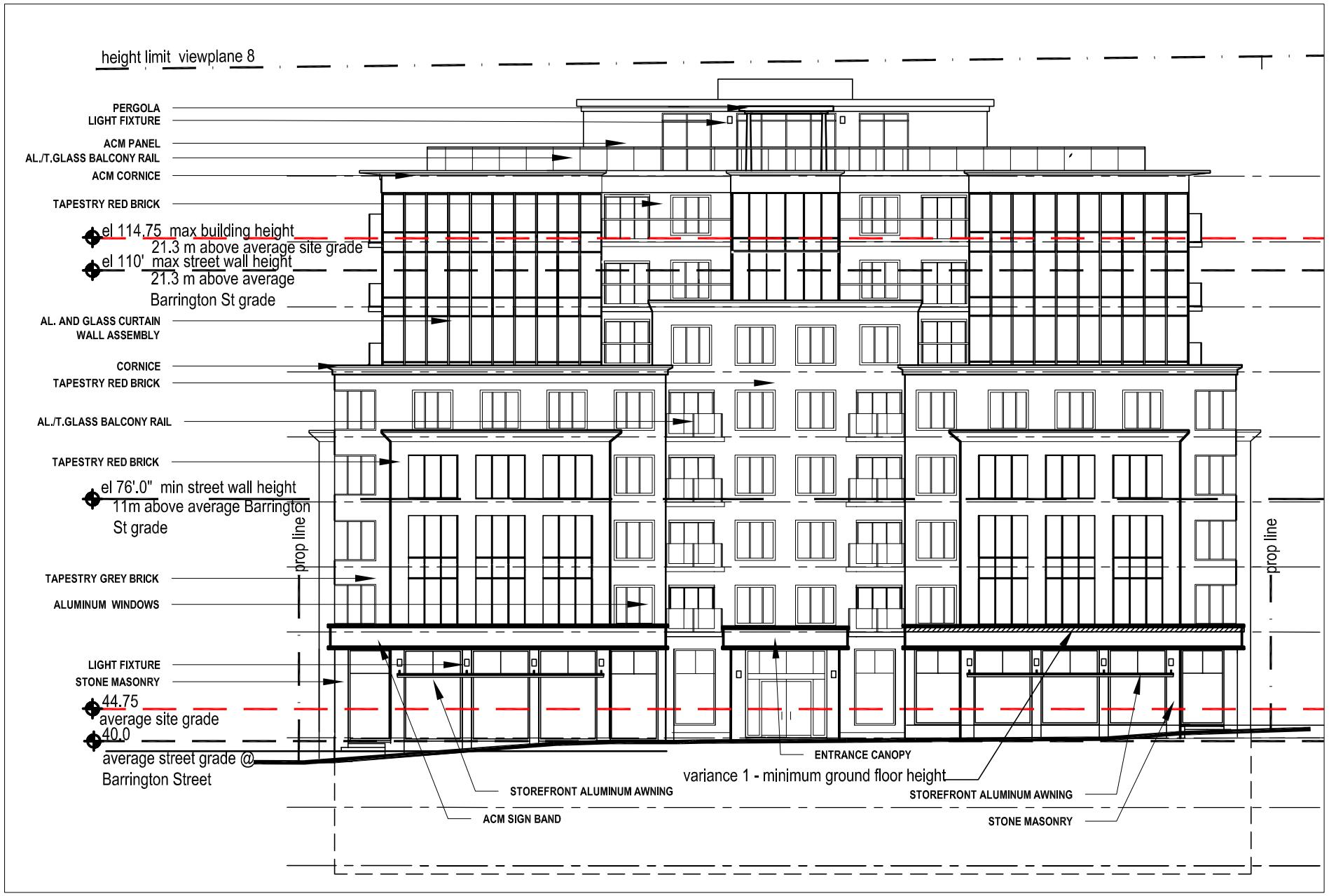
R-2A General Residential Conversion
R-3 Multiple Dwelling

HALIFAX

0 40 m

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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



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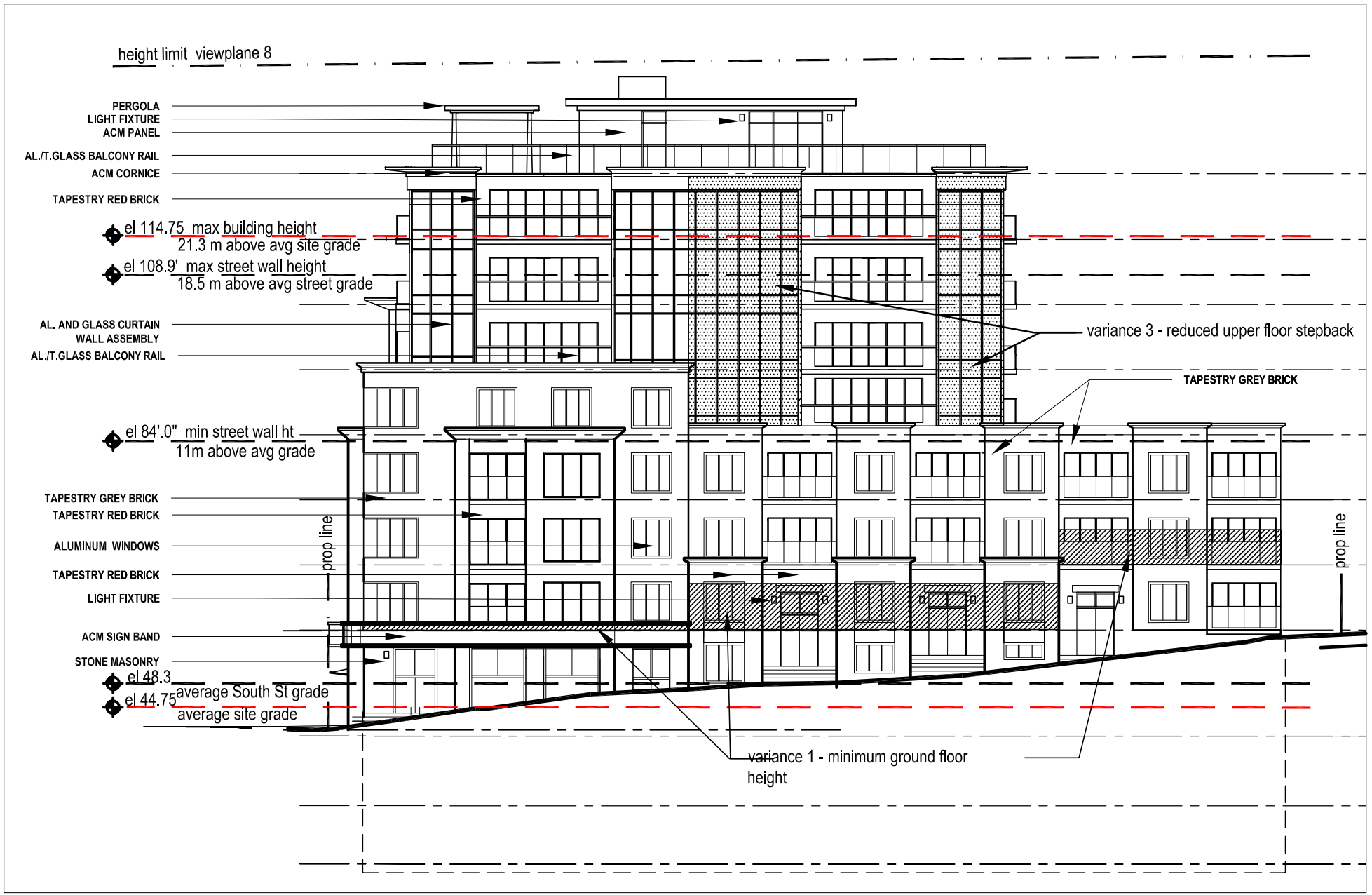
1190 Barrington Street
Proposed Residential/Commercial Building

EAST
BARRINGTON ST.

Aug 15, 2017



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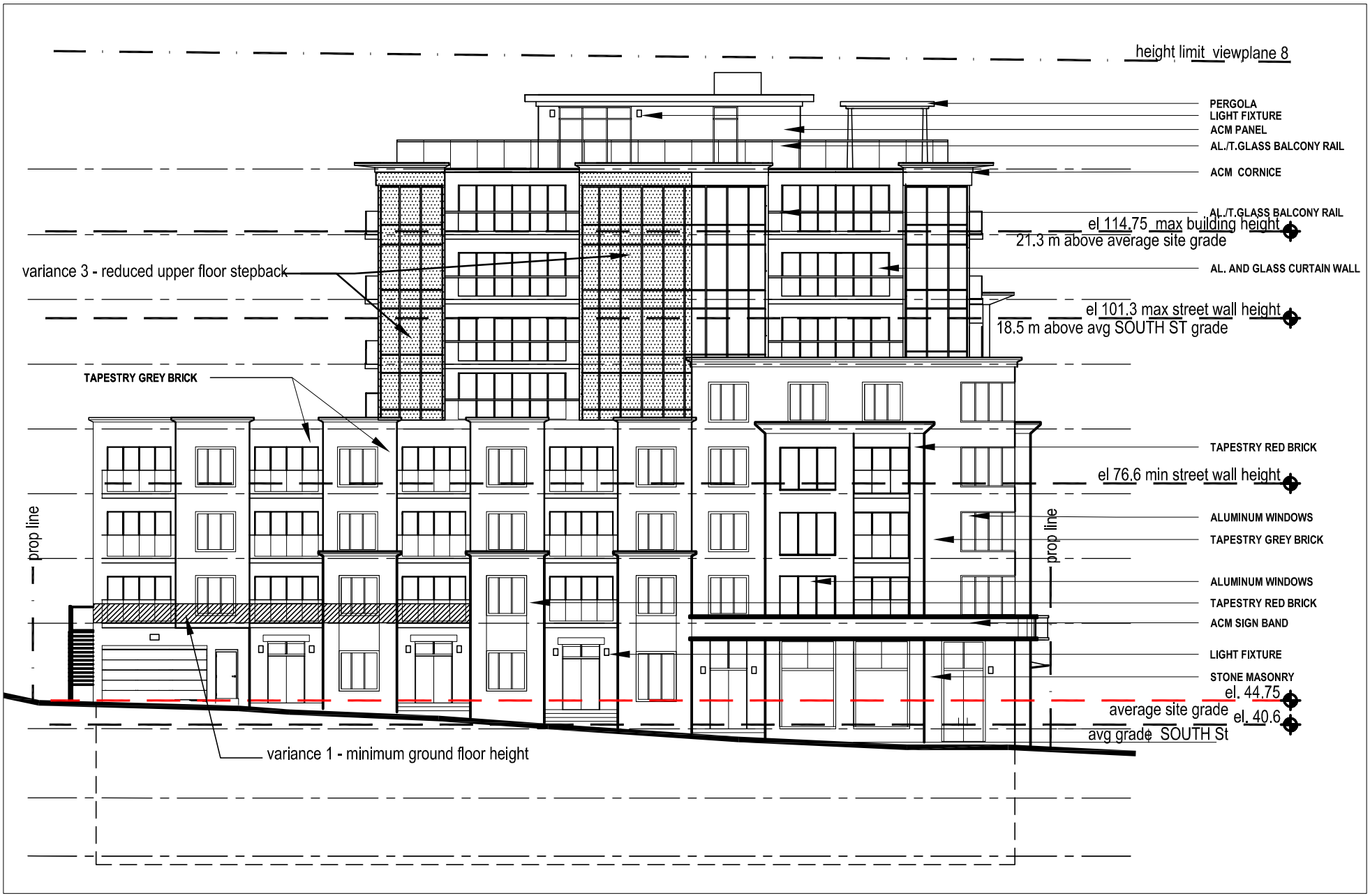
1190 Barrington Street

Proposed Residential/Commercial Building

NORTH

SOUTH STREET

Aug 15, 2017



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1190 Barrington Street

Proposed Residential/Commercial Building

SOUTH

TOBIN STREET

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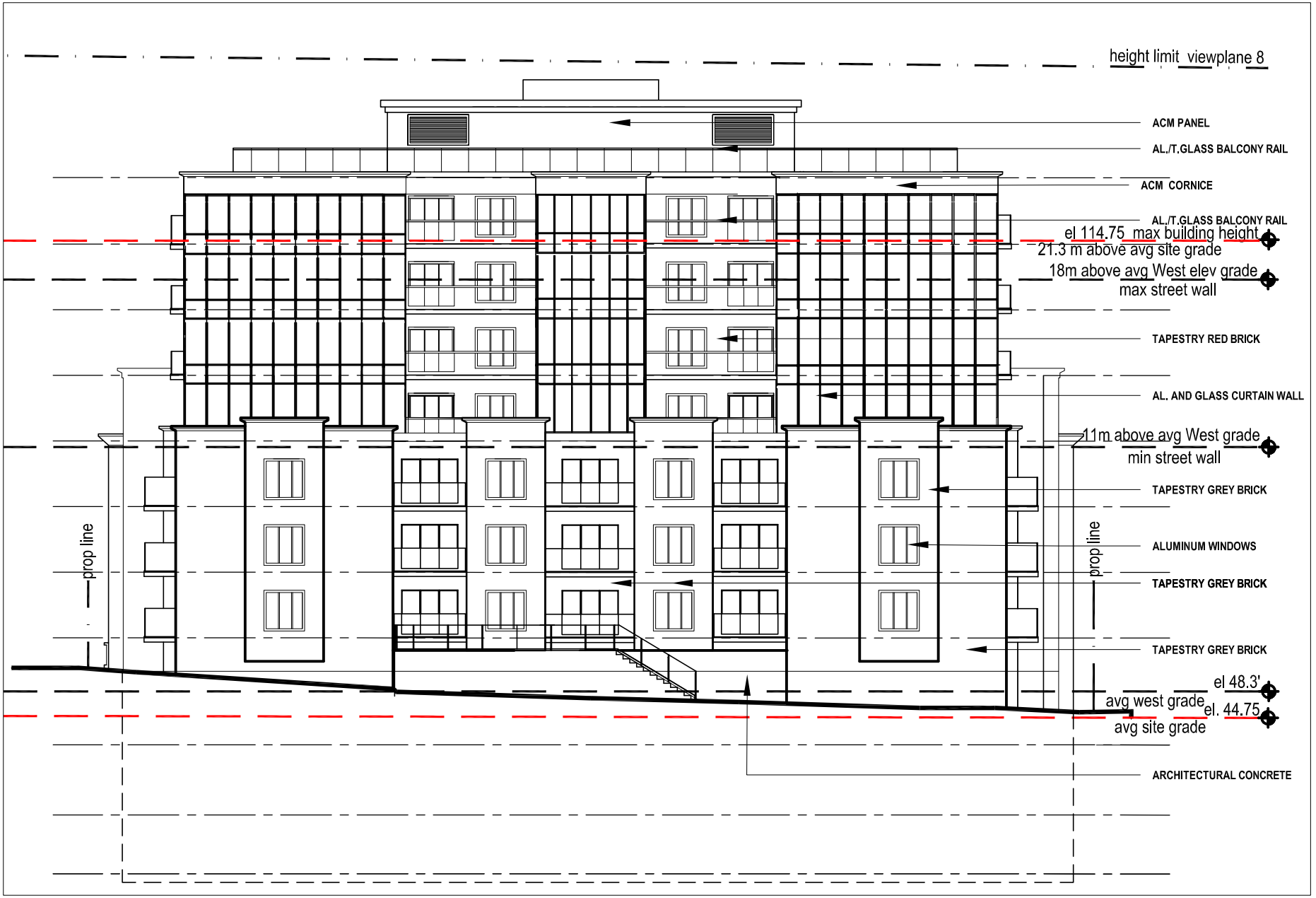

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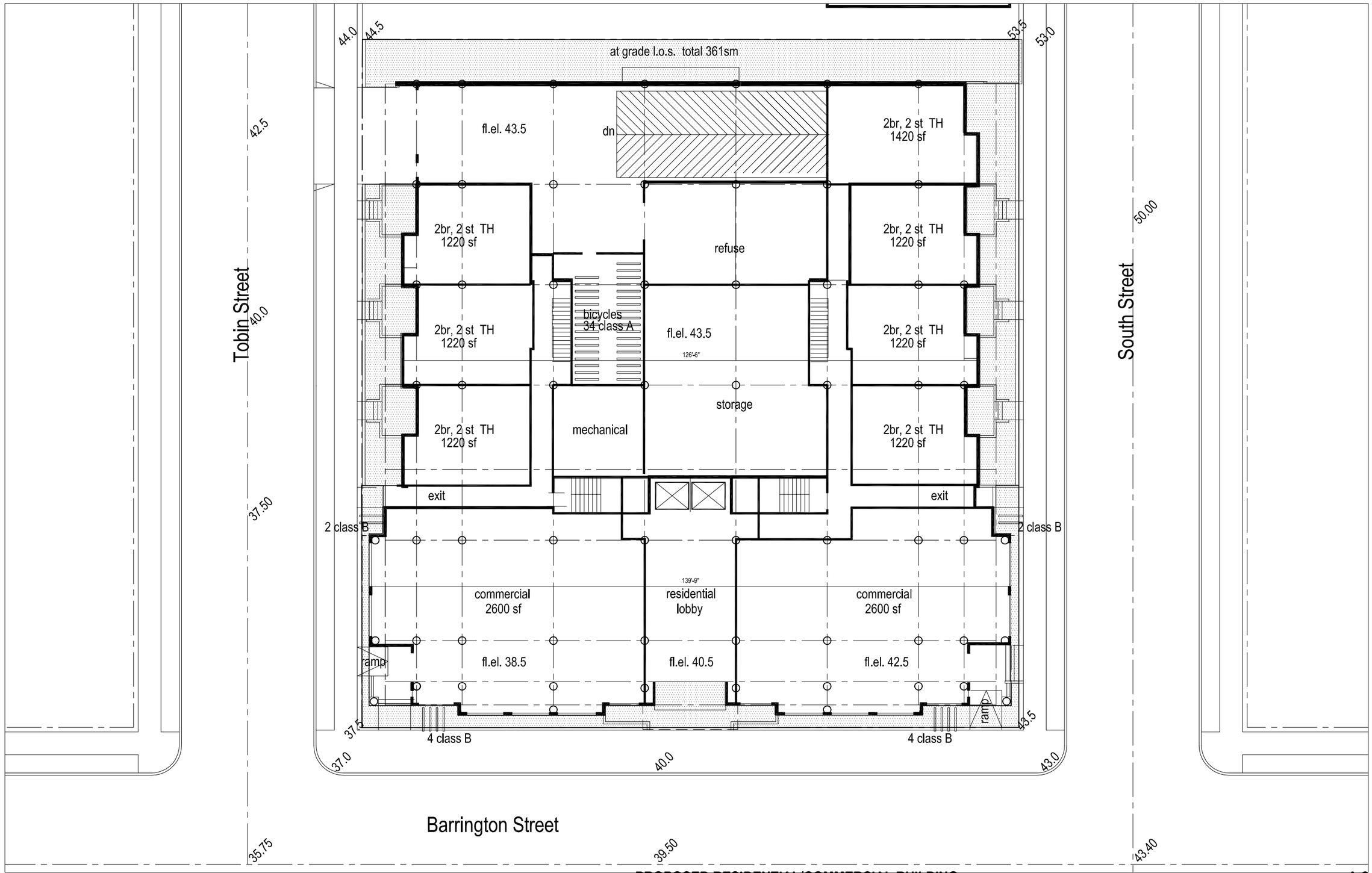
1190 Barrington Street WEST

Proposed Residential/Commercial Building

Aug 15, 2017



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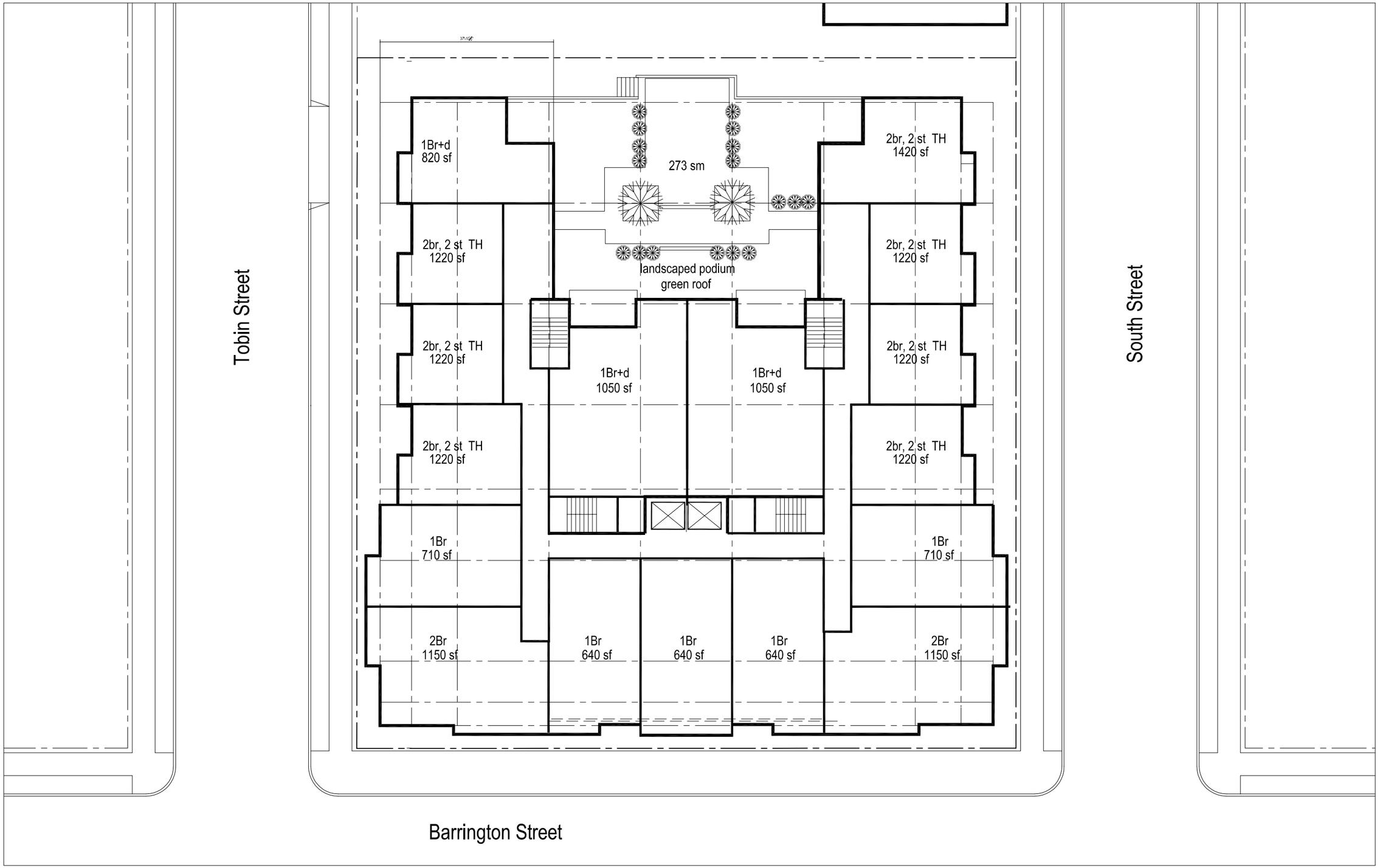
PROPOSED RESIDENTIAL/COMMERCIAL BUILDING

1190 BARRINGTON STREET, HALIFAX NS

A-2

Ground Floor Plan

SCALE : 1"=20' (1:240)
Aug 15, 2017



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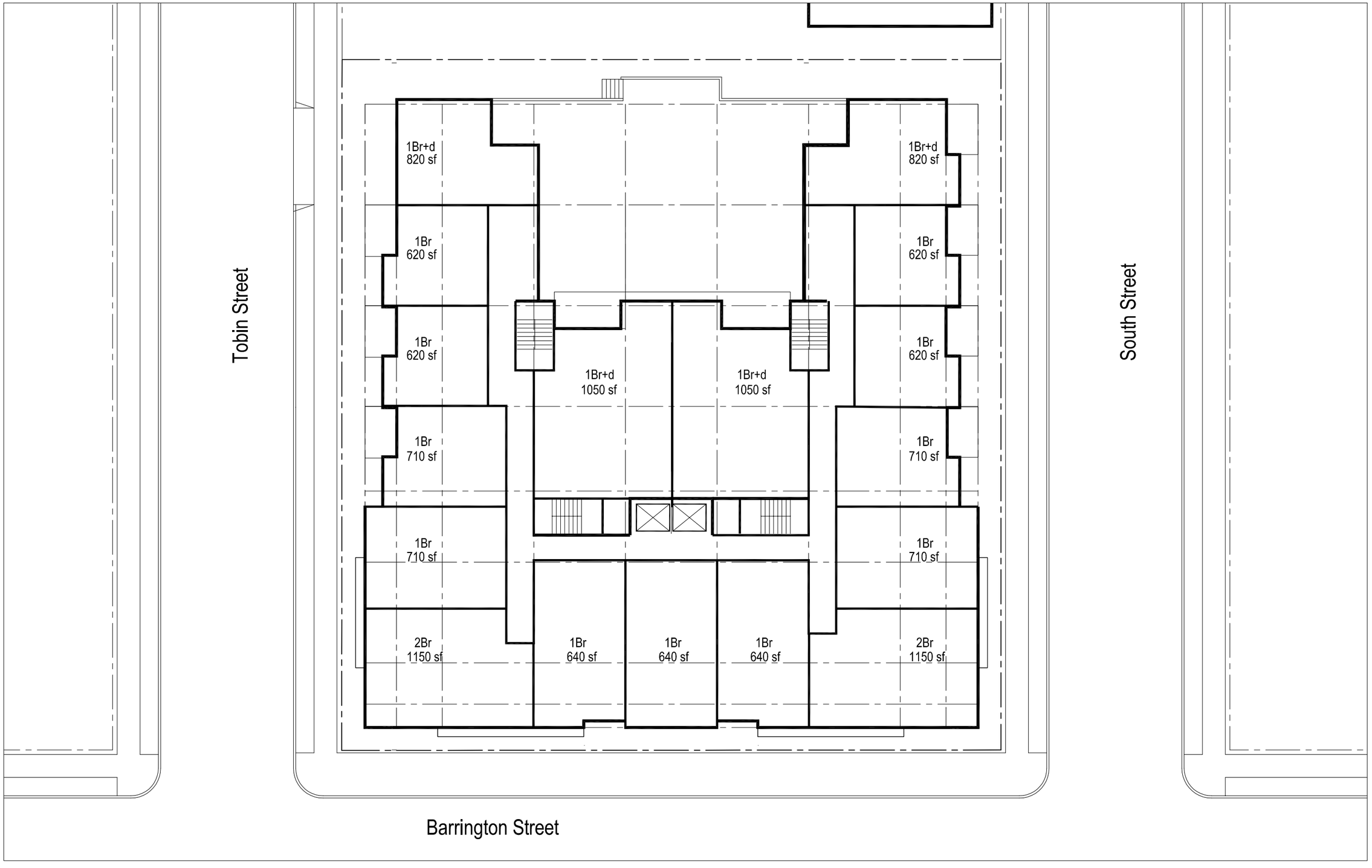
PROPOSED RESIDENTIAL/COMMERCIAL BUILDING
1190 BARRINGTON STREET, HALIFAX NS

A-3
Level 2 Plan

SCALE : 1"=30' (1:360)
Aug 15, 2017



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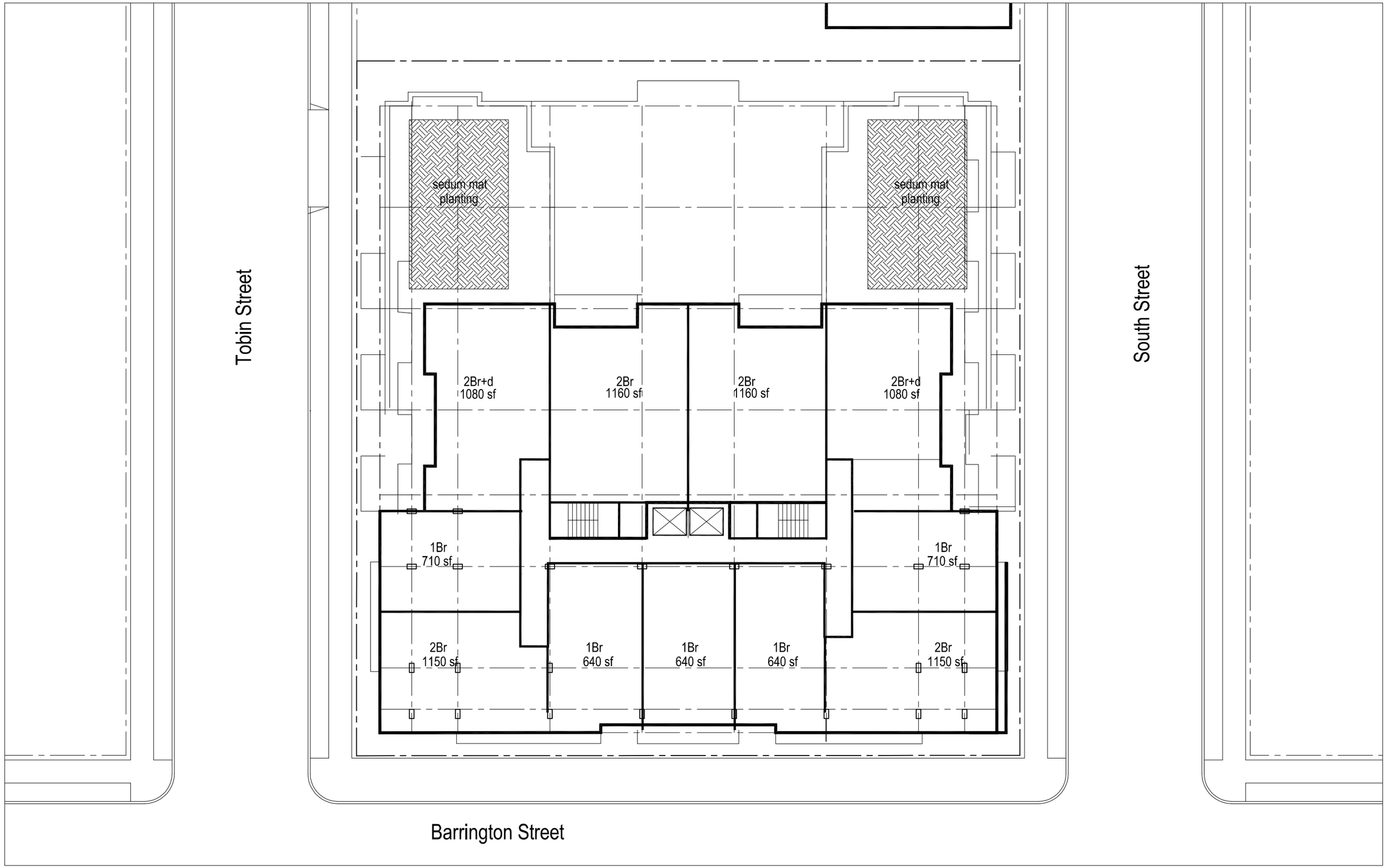
PROPOSED RESIDENTIAL/COMMERCIAL BUILDING

1190 BARRINGTON STREET, HALIFAX NS

A-4

Level 3&4 Plan

SCALE : 1"=30' (1:360)
Aug 15, 2017



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PROPOSED RESIDENTIAL/COMMERCIAL BUILDING

1190 BARRINGTON STREET, HALIFAX NS

A-5

Level 5 Plan

SCALE : 1"=20' (1:240)
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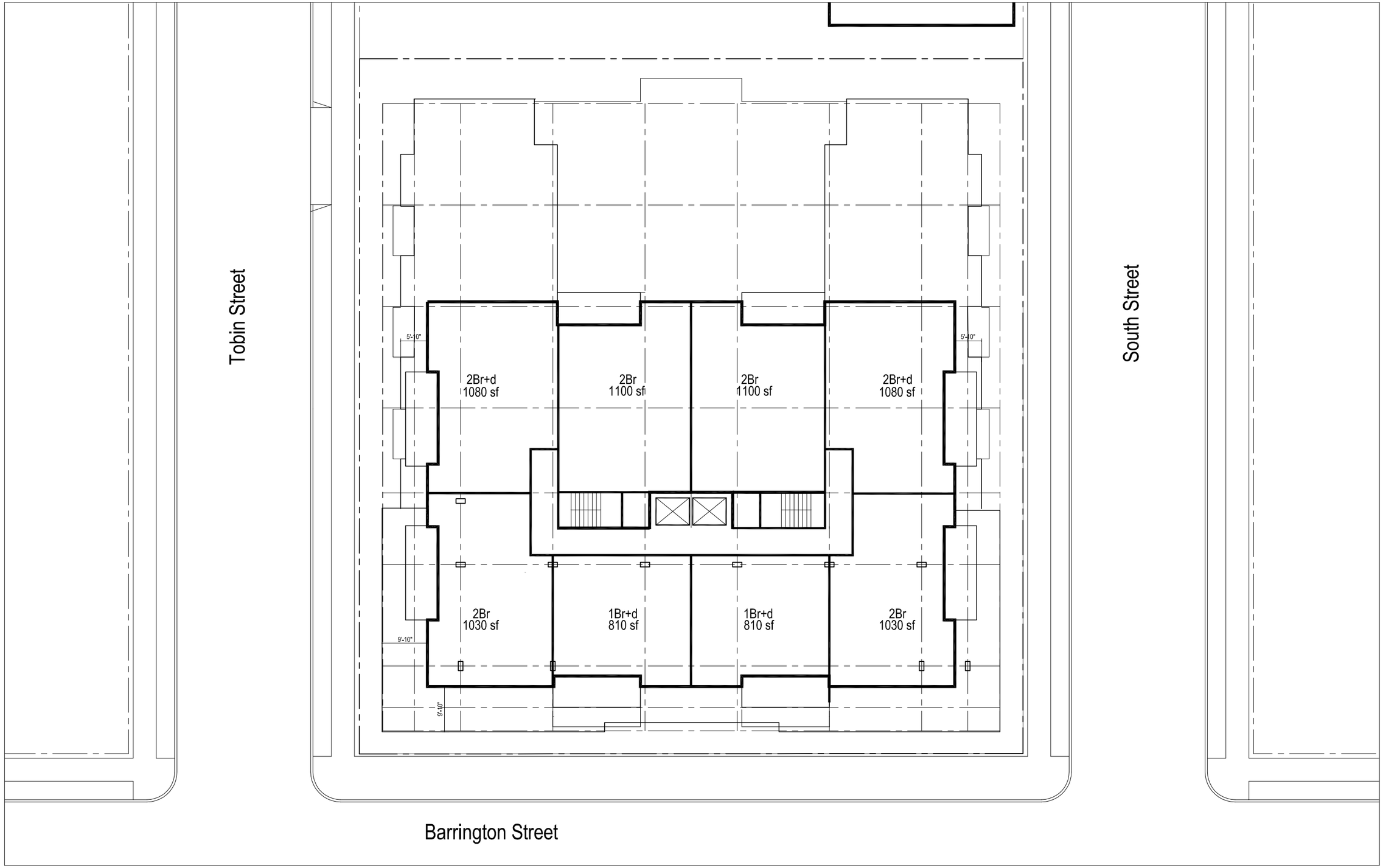

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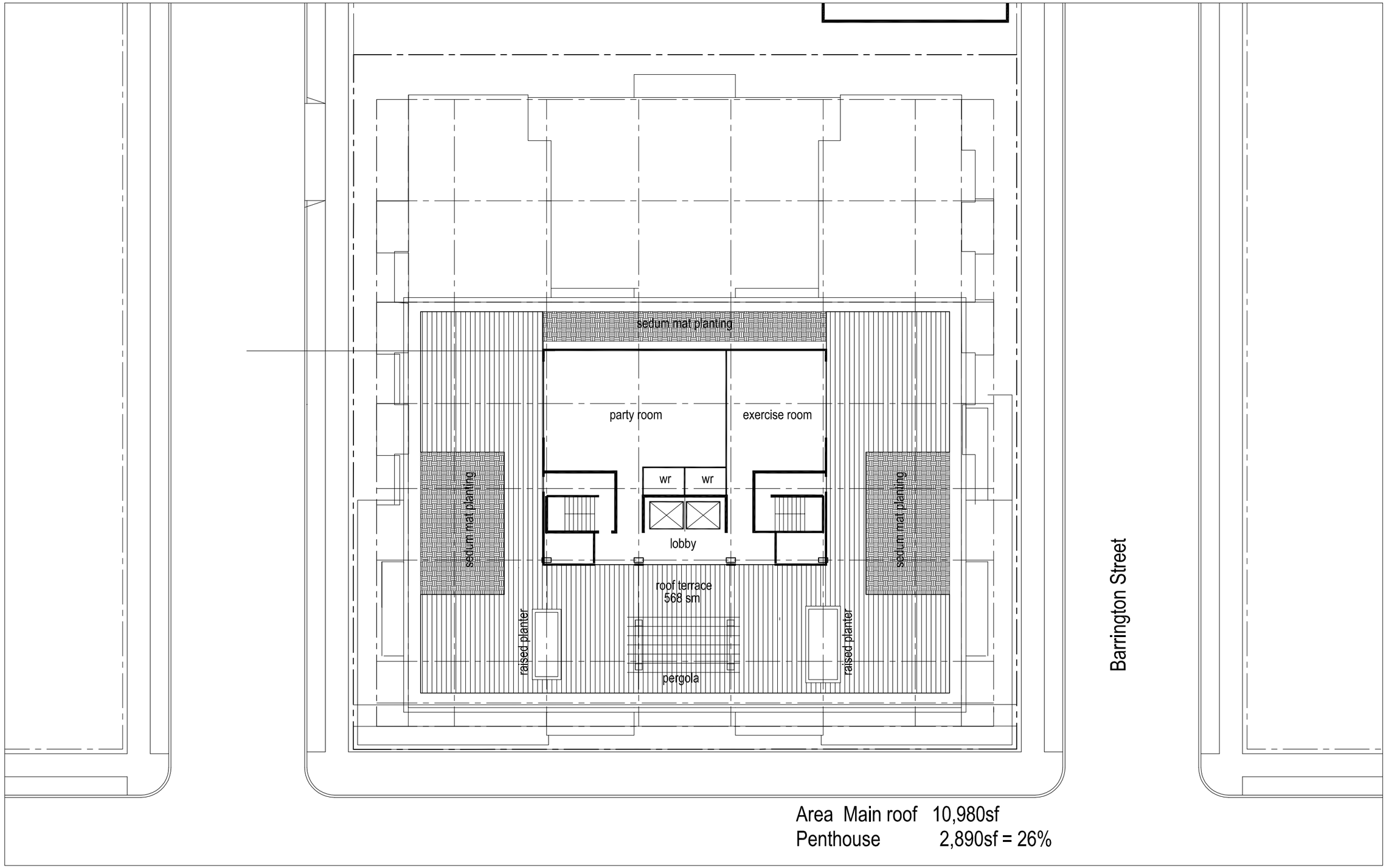
PROPOSED RESIDENTIAL/COMMERCIAL BUILDING

1190 BARRINGTON STREET, HALIFAX NS

A-6

Level 6,7&8 Plan

SCALE : 1"=20' (1:240)
Aug 15, 2017



Area Main roof 10,980sf
Penthouse 2,890sf = 26%

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PROPOSED RESIDENTIAL/COMMERCIAL BUILDING
1190 BARRINGTON STREET, HALIFAX NS

A-7
Penthouse Plan

SCALE : 1"=20' (1:240)
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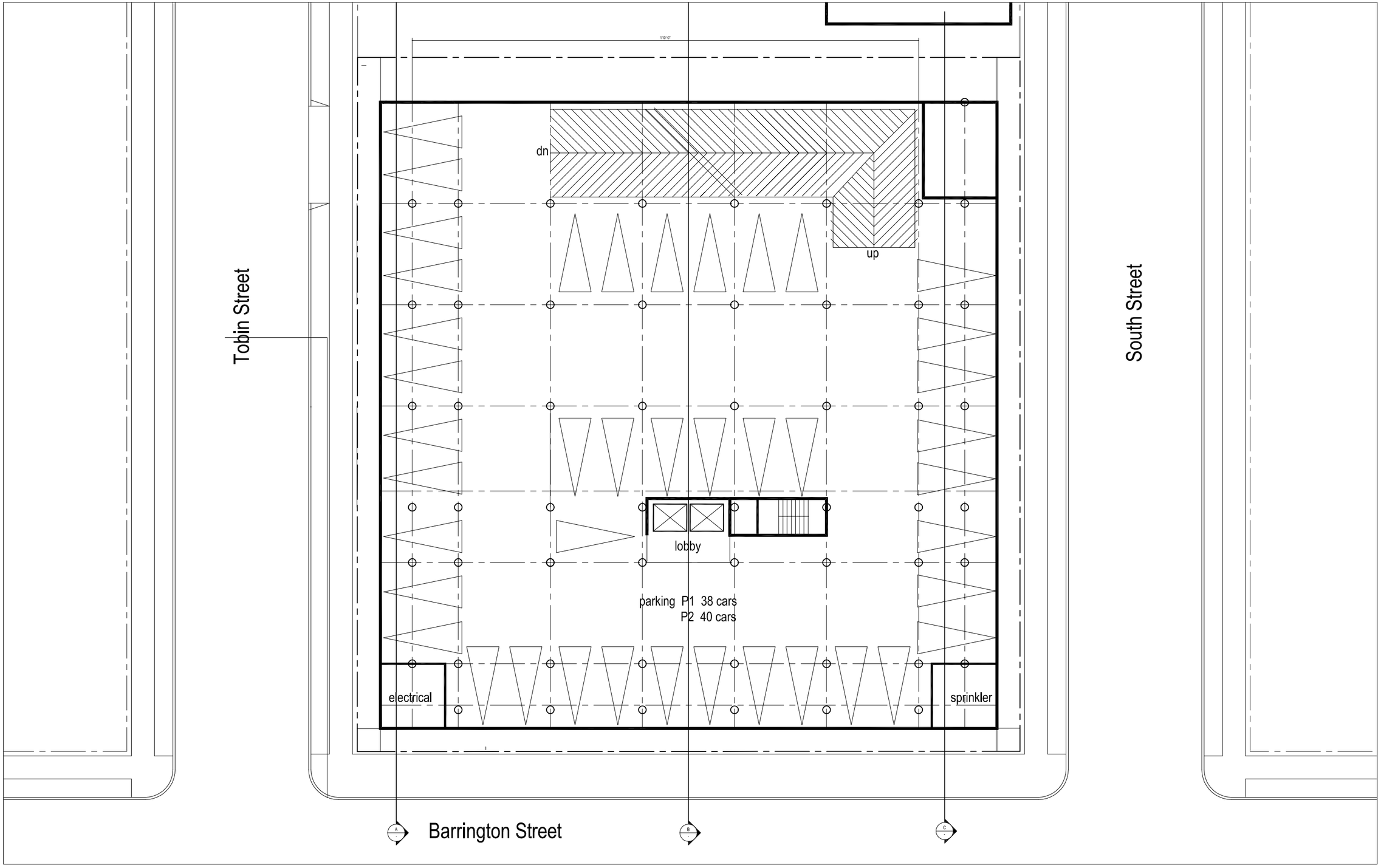

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PROPOSED RESIDENTIAL/COMMERCIAL BUILDING **A-8**

1190 BARRINGTON STREET, HALIFAX NS

Level p1 Plan (level p2 similar)

SCALE : 1"=20' (1:240)
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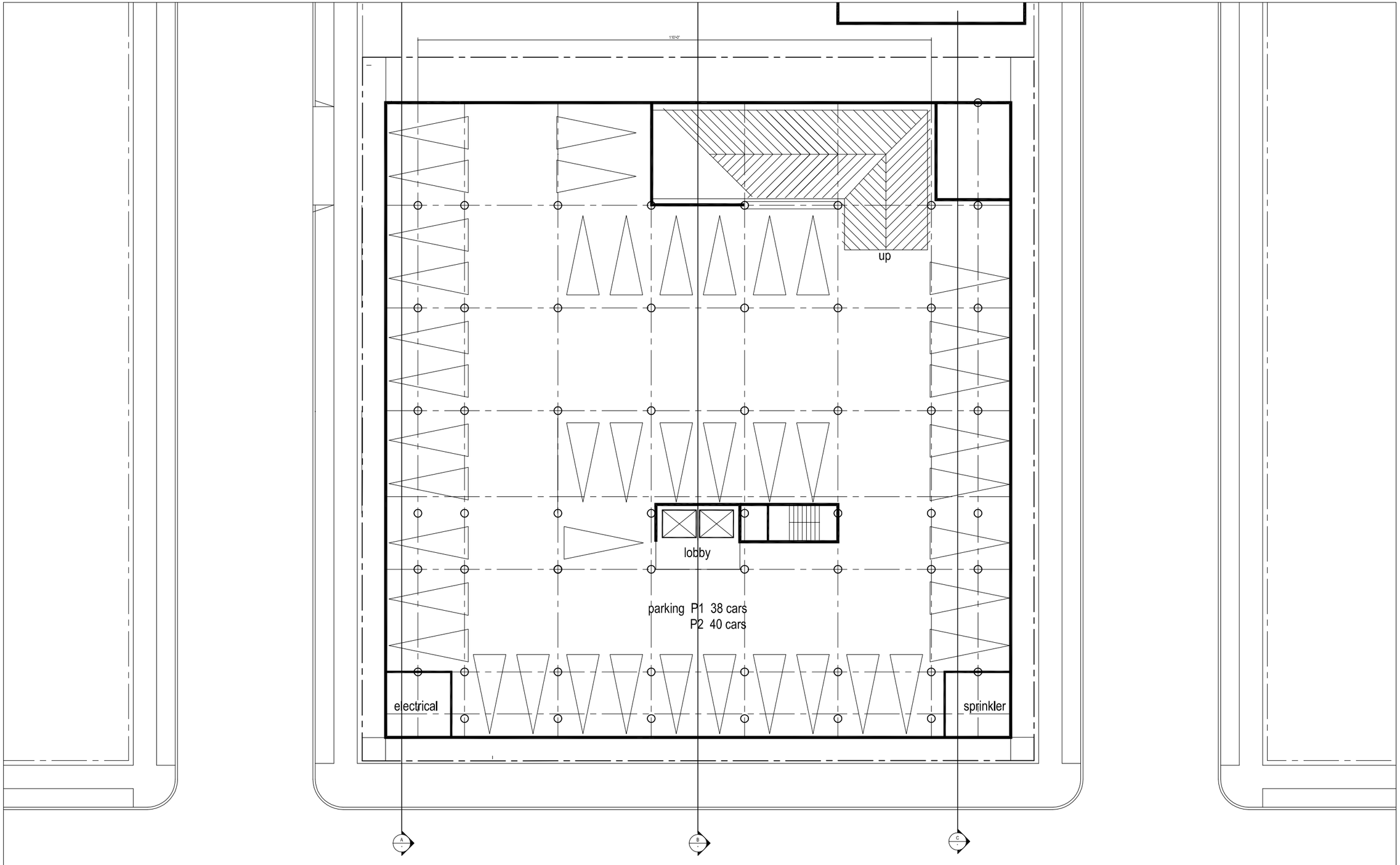

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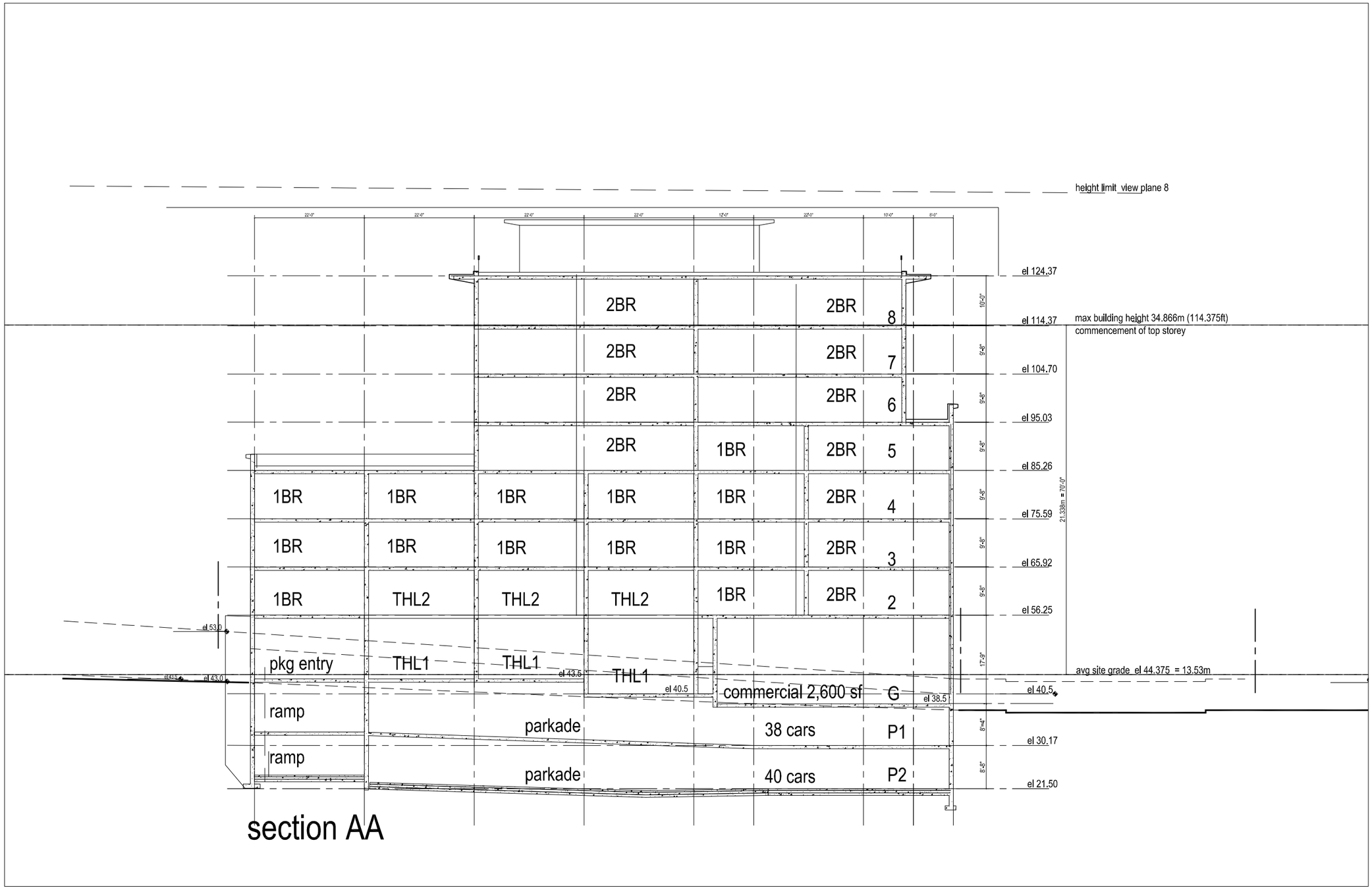
PROPOSED RESIDENTIAL/COMMERCIAL BUILDING

1190 BARRINGTON STREET, HALIFAX NS

A-8a

Level p2 Plan

SCALE : 1"=20' (1:240)
Aug 15, 2017



section AA

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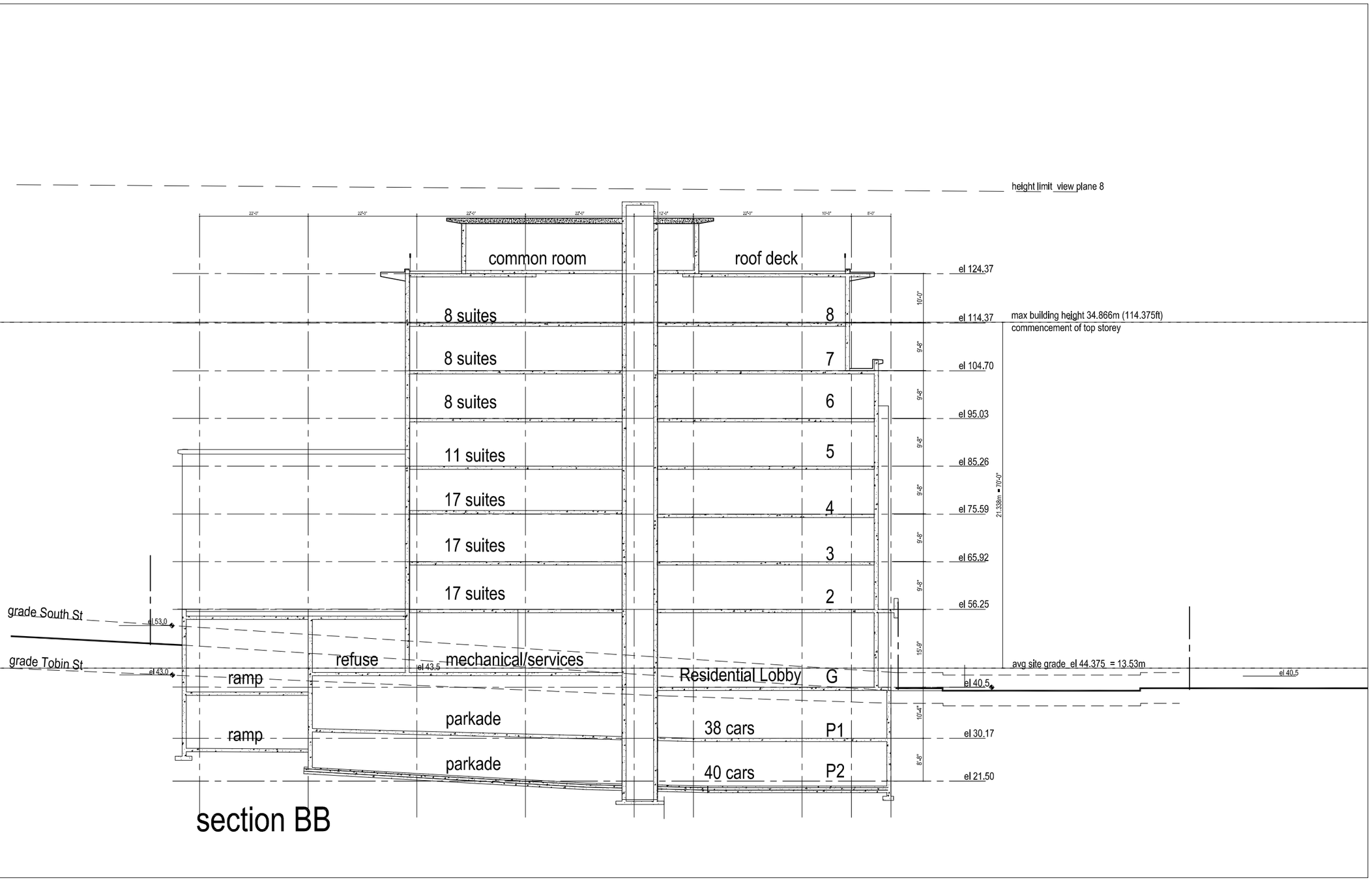
PROPOSED RESIDENTIAL/COMMERCIAL BUILDING
1190 BARRINGTON STREET, HALIFAX NS

A-9
Cross Section A-A

SCALE : 1"=20' (1:240)
Aug 15, 2017



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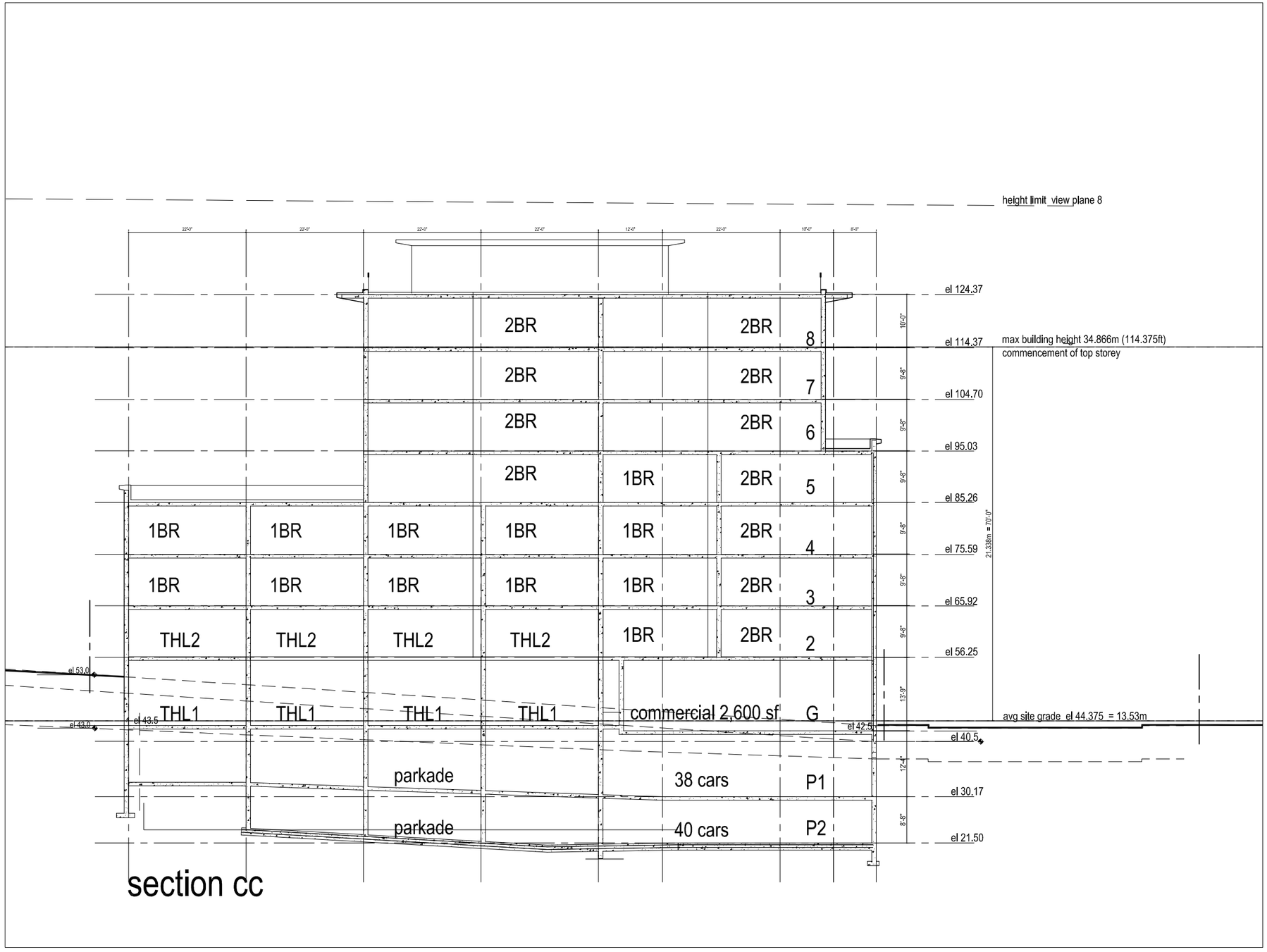
Kassner Goodspeed Architects Ltd.
5663 Cornwallis Street, Suite 200 Halifax, NS B3K 1B6
tel 902 422 1557 | fax 902 422 8685 | www.kgarch.ns.ca

PROPOSED RESIDENTIAL/COMMERCIAL BUILDING
1190 BARRINGTON STREET, HALIFAX NS

A-10
Cross Section B-B

SCALE : 1"=20' (1:240)
Aug 15, 2017



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PROPOSED RESIDENTIAL/COMMERCIAL BUILDING
1190 BARRINGTON STREET, HALIFAX NS

A-11
Cross Section C-C

SCALE : 1"=20' (1:240)
Aug 15, 2017

June 15, 2017

HRM Planning & Development
Eastern Region, Alderney Gate
40 Alderney Drive, 2nd Floor
Dartmouth, NS

To Whom It May Concern,

RE: Proposed 1190 Barrington Street Wind Impact Qualitative Assessment

The proposed 8 storey (plus penthouse) mixed use development project is located at the corner of South Street and Barrington Street. To the north, and east of the site, Barrington Street has a range of mid and low rise building types which typify the mixed use neigbourhood. To the north-east of the site a 7-storey (plus penthouse) building has been proposed and another 6 storey building has been approved to the east. To the south, a 5-storey building is at the corner of Tobin and Barrington. Of particular focus to this assessment is Cornwallis Park, located across the street to the east.

The following assessment looks to interpret the likely wind impacts on surrounding properties and sidewalks as a result of the proposed development. Wind data recorded at the local Shearwater Airport between 1953 and 2000 was assembled and analyzed using Windrose Pro 2.3 to understand the intensity, frequency, and direction of winds at the proposed site. The resulting diagram (Fig. 1) shows that the highest and most frequent wind speeds from the west and south and Fig 2. Shows this pattern in the context of the site.

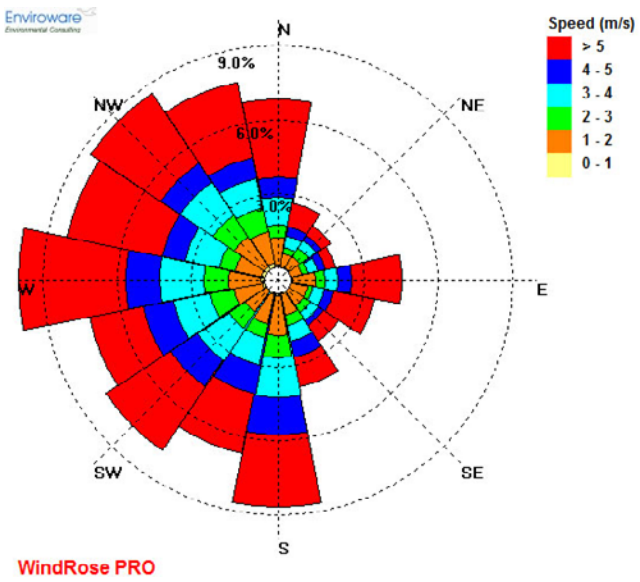


Figure 1. Wind Rose for Shearwater Airport.
Diagram shows winds in the FROM direction.

During fall and winter months wind primarily blows from the north-west and west (See Fig 5). Throughout the spring and summer, south and south-westerly winds prevail. The relative distribution of higher wind speeds is somewhat constant from the north, north-west, and south-west. High winds from the north-east, east and south-east are substantially infrequent when compared to other directions.

The proposed development replaces a 4-storey buildings between Tobin and South Street. To the east of the site lies Cornwallis Park which has seen some significant investment by HRM over 2016 and additional improvements are planned for 2017 and 2018. The question is, to what extent will doubling of building height have on Cornwallis Park and to the corner of Barrington and South Street?

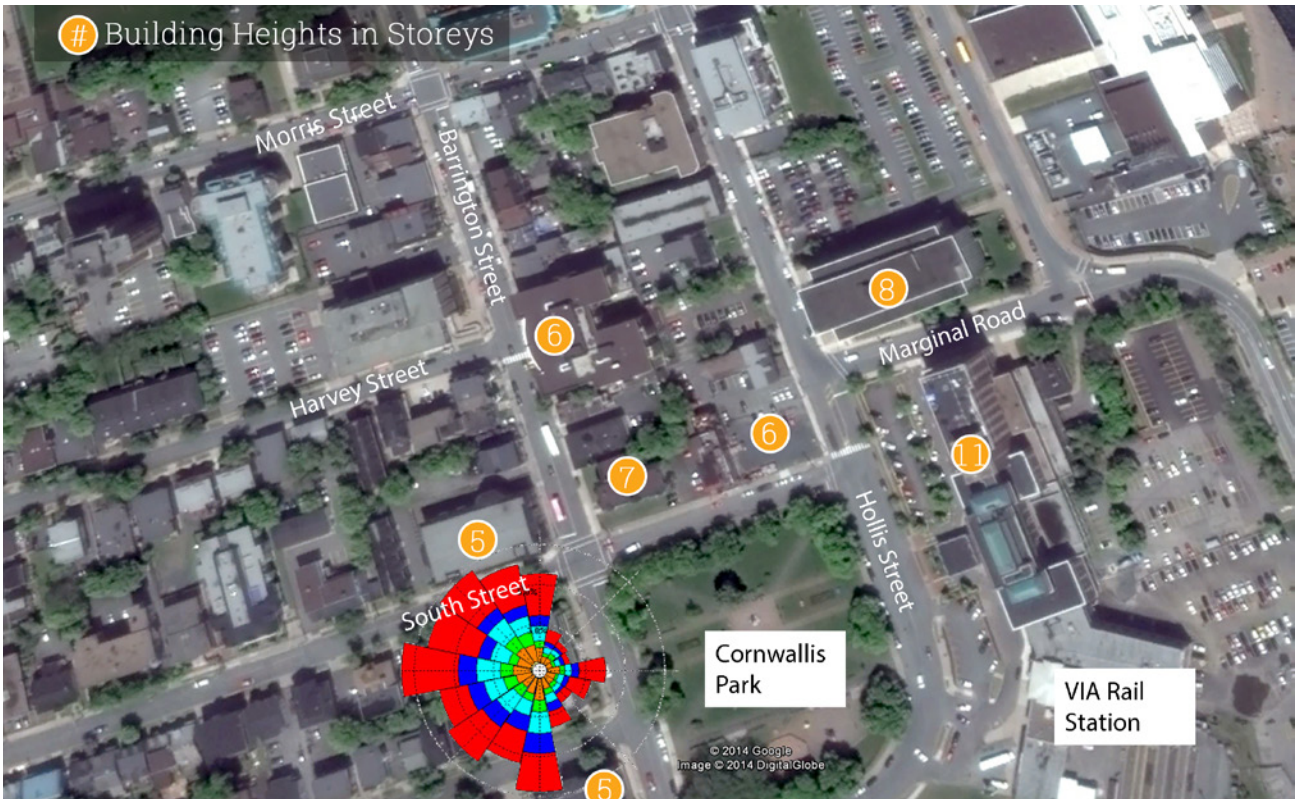
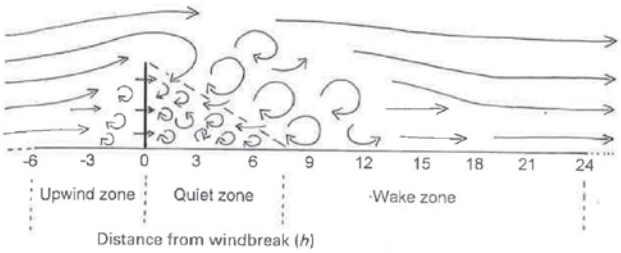


Figure 2. Wind Rose overlain on top of the proposed development site. Red numbers denote building storeys.

Urban Windbreak Impacts

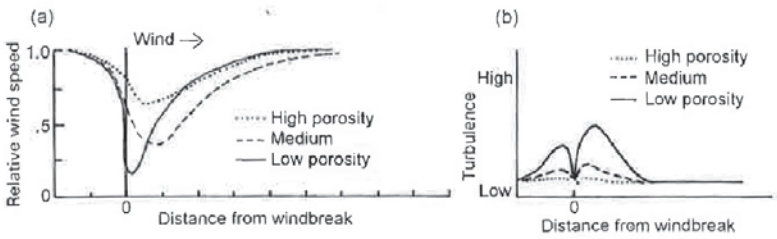
As shown in Fig. 2 the new building will impact sidewalk conditions differently at different times of the year. In the winter, South Street is somewhat aligned with the prevailing wind direction (westerly), and in the summer, prevailing wind from the south follows the alignment of Barrington Street (wind from the south).

Wake zones for zero porosity structures can extend 8-30 times the height of a structure. A 8-storey building can generate increased wind speeds between 200-650 metres on the downwind side (see Fig. 3). Beyond the wake zone, there is typically more turbulence and eddies as a result of more turbulent air. This can be characterized as being slightly more gusty winds with quiet periods interspersed with gusts of wind.. Directly behind the windbreak, the quiet zone can extend from 0 to 8m on the downwind side. In this quiet zone, wind speeds can actually be reduced. Around the edges of the building, wind speeds can increase as wind flows around the structure.



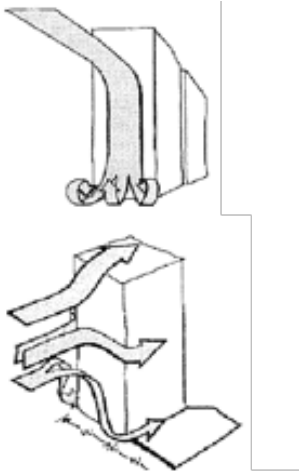
Zones with altered airflow caused by a windbreak. Vertical dimension is magnified for illustration. Vertical line indicates windbreak; *h* = height of windbreak. Large eddies = strong turbulence. Uninterrupted airflow in the open is to the left of the upwind zone, and to the right of the wake zone. Widths of zones are approximate. Based on several sources.

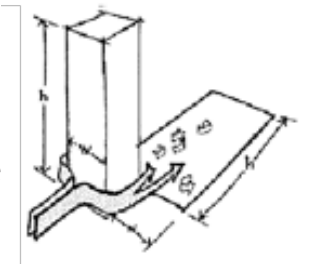
Figure 3. Windbreak Diagram

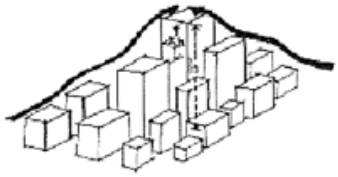


Effect of windbreak porosity on **streamline and turbulent airflows.** (a) Streamline airflow based on treebelts **of different foliage densities;** wind measurements at 1.4 m height. From **Heisler & DeWalle (1988) with** permission of Elsevier Science Publishers. **(b) Generalized expected turbulence** pattern based on Robinette (1972), Rosenberg *et al.* (1983), Heisler & DeWalle (1988), McNaughton (1988)

Figure 4. Porosity Diagram







Wind Impacts from tall Buildings

There will be a number of impacts from the new building including:

1. **Downwash**: Wind speed increases with height so when a tower is exposed to wind, the pressure differential between the top and the bottom of tower forces the high pressure at the top down the windward face dramatically increasing pedestrian wind speeds. The taller the exposed face is, the higher the wind speed will be at the base. The stepback at the 4th storey will receive the bulk of this downwash rather than Barrington Street. A 30 storey building can cause up to 100% increase in wind speeds at the base.
2. **The corner effect**: at the windward corners of buildings there can be unexpected increases in wind speeds as wind forces around the windward corners from high pressure on the windward face to low pressure on the lee side. Some of the ways to decrease this impact is to create pyramidal steps which increases the surface area of the edges. This has been designed into the Barrington Street tower.
3. **The Wake Effect:** Wake is generally caused by both the downwash and corner effect. The greatest impact area occurs within an area of direct proportion to the tower he ight and width on the leed side of the wind. Impacts are minimized by creating a stepback base on the building.
4. **Building Groups:** The effects that occur individually around buildings cannot be applied directly to groups of buildings. The cumulative effect of many clustered tall buildings, like in this situation, can create a wide range of different wind scenarios that must be modelled as a group to understand the cumulative impacts.

Pedestrian Comfort:

Pedestrian comfort and safety is an important factor to consider in the design of a building and an area's built form, especially in a windier city such as Halifax. The design of a building will impact how wind interacts at the ground level, impacting the pedestrian experience. The Beaufort scale is an empirical measure that relates wind speed to observed conditions on land and sea. The attached Beaufort scale is a general summary of how wind affects people and different activities, and distinguishes at what points wind speeds can become uncomfortable or dangerous.

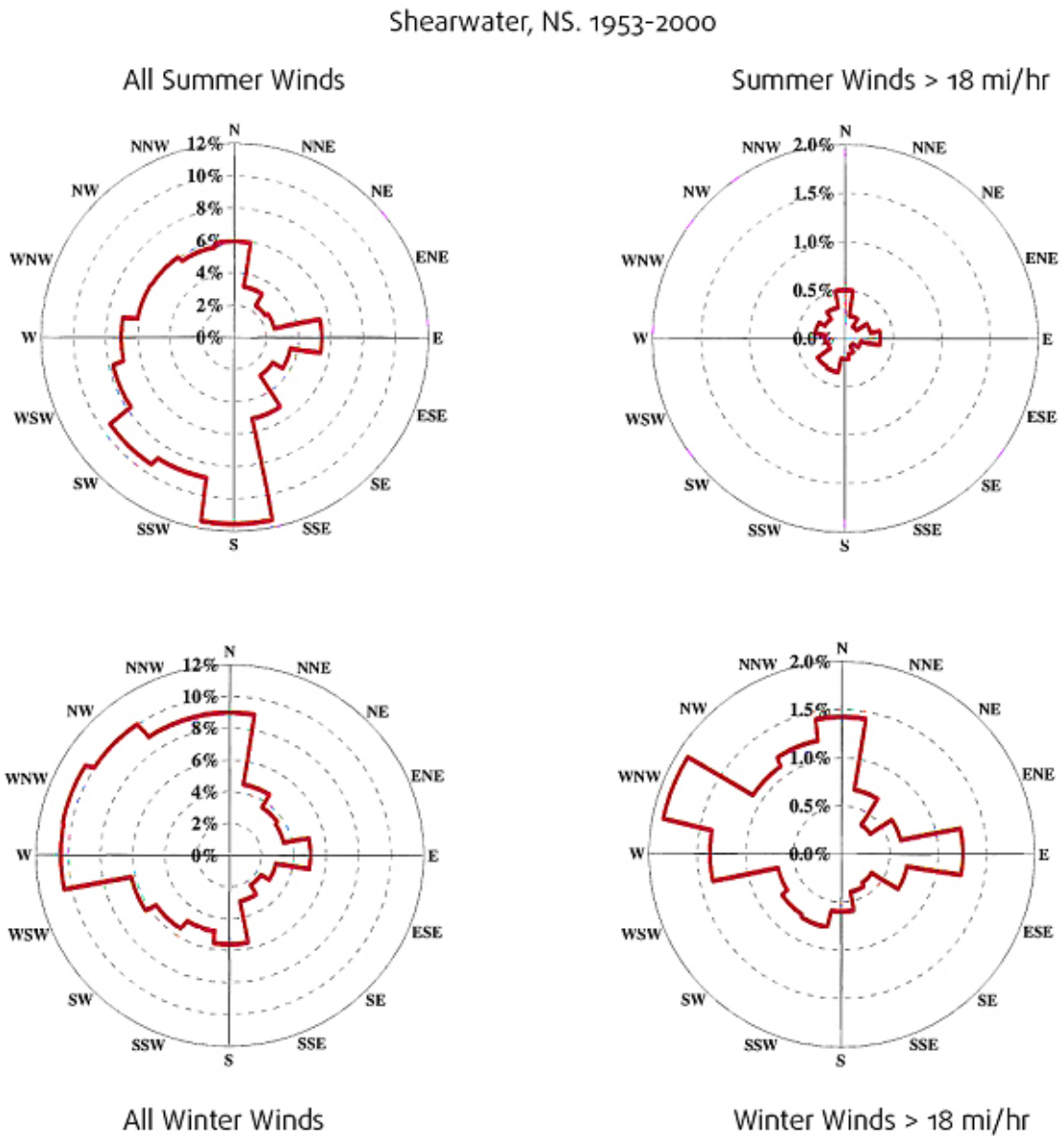


Figure 5. Seasonal Wind Direction for Shearwater Airport

A building can impact both the wind speed and the wind turbulence at the pedestrian level. Wind turbulence not only creates uncomfortable environments through the rising of dust and other particles, it also decreases the temperature on the site. A properly designed building can mitigate some of the negative impacts of wind on the street level.

Seasonal Wind Impacts

Looking at the seasonal wind impacts (Fig. 5), in the winter the northwest prevailing winds are the dominant occurrence. Approximately 48% of all winds come from the northwest. Winter winds are also stronger than

those in the summer, with around fifteen percent of all winds reaching speeds above 29 kph.

During the summer the majority of winds come from the southwest quadrant, approximately 46%, with the remaining spread amongst the other three ordinal directions: roughly 20% from the southeast, 24% from the northwest, and 10% originating out of the northeast quadrant. Overall, the winds are mild, with just over two percent of all winds reaching speeds over 29 kph. Summer winds may mildly impact the intersection of Barrington and South Street slightly as winds accelerate around the building along Barrington Street

Fronting the study site is Cornwallis Park, to the east. In the winter, winds originate from the west and north west creating a quiet zone extending across almost all of Cornwallis Park. Wind at the edge of the building will accelerate causing windier conditions at the corner of South and Barrington Street. In the winter, gusts and eddies may be noted on the Hollis Street side of Cornwallis Park as a result of this development, but this impact may be somewhat mitigated by the mature trees that edge the park. On the north side of this development (in the upwind zone), winter winds may become reduced but slightly gustier as a result of the proposed development. Since the prevailing winds in the winter primarily come from the northwest and west (Fig 5), the impacts of turbulent gusts on Cornwallis Park will be relatively infrequent except when the wind comes from the north where it may accelerate around the edges of the additional 4 storeys of height. This will make the corner of Barrington and South slightly windier when wind comes directly from the north.

In the summer, the wind comes from the south-west most of the time which will increase wind speeds at the corner of South Street and Barrington Street. The Barrington Street sidewalk along the proposed development will be within the Quiet zone in the winter but could be slightly windier than today in the summer.

Cornwallis Park will only be slightly impacted as a result of this buildings wind. In the winter, the added height will act like a wind shelter most of the time except when winds come directly from the north. During these times, Barrington Street in the vicinity of this building will be windier than normal. In the summer, there will be very little impact from the new development except for winds that come from the direct south which is the prevailing wind direction. At this time, the northwestern corner of Cornwallis Park will be slightly windier in the summer. Shadows from this building (which is not the focus of this study) will impact the north western corner of the park from fall to spring equinox. It will not, however, impact the growth of the trees during the summer growing season. The additional late afternoon shade and slightly windier conditions will impact the human thermal comfort at the north western corner of the park making it feel slightly colder than it is today.

COMFA Model (Brown and Gillespie, 1995)

Dr. Robert Brown of the University of Guelph developed the COMFA model to model human thermal comfort as a result of a number of variables including wind speed. Human thermal comfort is more pronounced during low-activity situations like sitting than during high-activity situations like running. The model is explained in the paper by Brown and LeBlanc (2003). Mr. LeBlanc was also the co-author with Dr. Brown in the 2008 ed. "Landscape Architectural Graphic Standards", Microclimate chapter. This model is the basis for the theoretical assessment of human thermal comfort changes as a result of the building explained below.

Wind Comfort Assessment

Changes in wind speed as a result of buildings vary depending on wind direction and building morphology. On street sides of the proposed building, 'streamlines' can occur where the wind is accelerated through the openings between buildings. However, with Cornwallis Park to the east, Barrington Street will see only slightly increased streamline wind levels when winds come directly from the north and south. We do not anticipate 'uncomfortable' conditions except for slightly windier conditions on Barrington Street which only occur less than 12% of the time.

Impact on Private Amenity Area

The private amenity area on the roof of the building is generally concentrated on the north-east side of the penthouse. This area will be uncomfortable in the winter due to the concentration of prevailing north-westerly winds and cold winter temperatures. In the summer however, the penthouse shields the amenity area from the prevailing southwesterly and south winds. At the top of the building there is not as much turbulence as on the street. In the summer, the private amenity area will be very comfortable for residents.

Summary

This proposed building will generally add to the building height variety of existing surrounding buildings surrounding Cornwallis Park. The presence of Cornwallis Park increases land values surrounding it making taller developments more feasible. The 8-storey building is not anticipated to have any significant change in human thermal comfort for a person sitting, standing, walking or running within the anticipated wake zone of the building. With the prevailing winds in the winter from the northwest and west, the impacts of turbulent gusts on Cornwallis Park will be relatively infrequent. The variations in building heights in the winter Upwind zone, and the mature and proposed street trees to the east will provide wind mitigation, buffering the impacts in the park.

If you have any questions, please contact me at your convenience.

Sincerely,

Original Signed

Robert LeBlanc, President
Ekistics Plan + Design

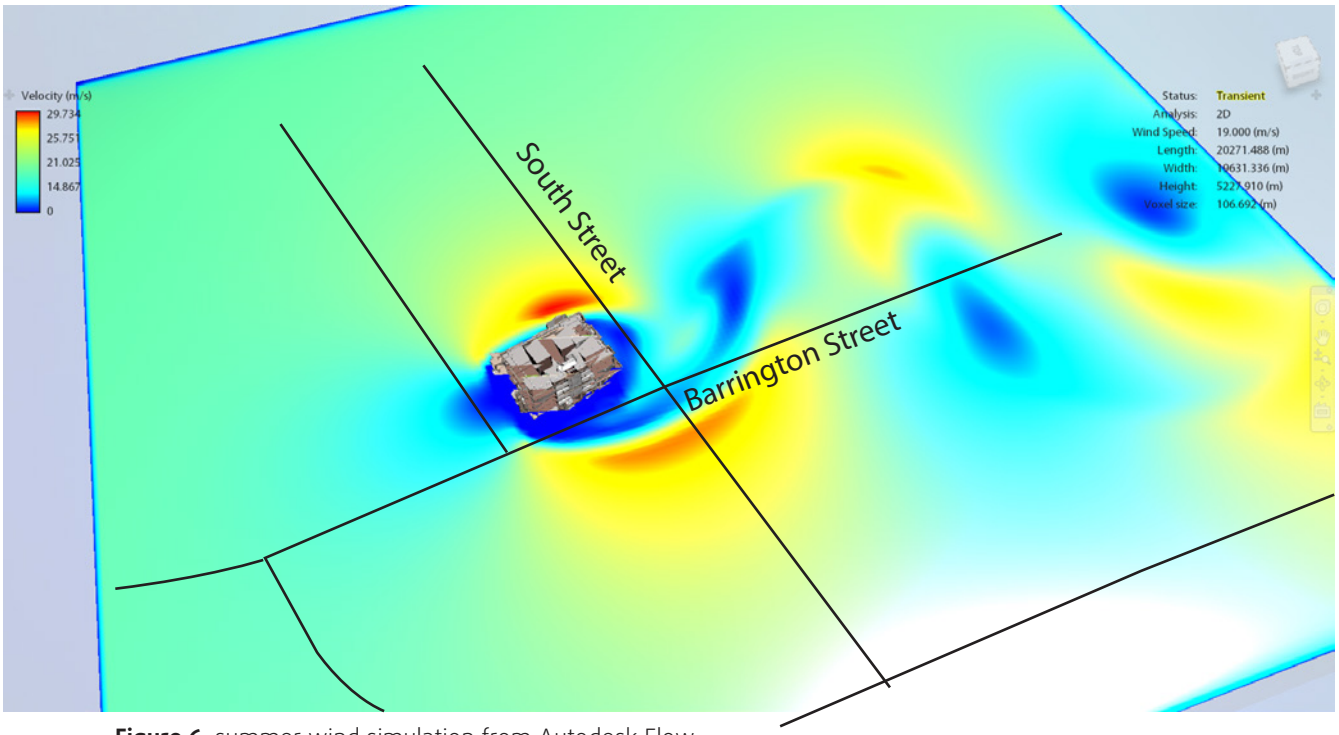


Figure 6. summer wind simulation from Autodesk Flow.

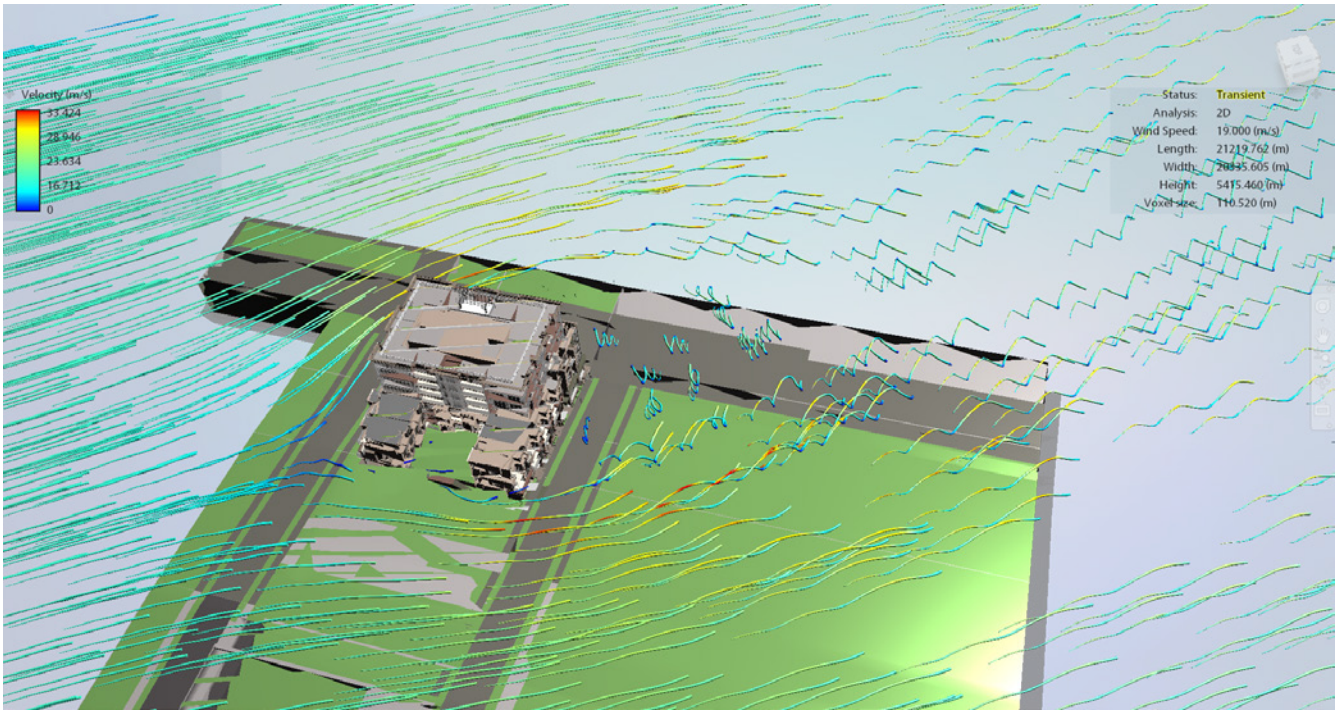


Figure 7. Winter wind simulation from Autodesk Flow.

Kassner Goodspeed Architects Ltd.

Universal Property Management Ltd.
1190 Barrington Street
PID 00049965

Attachment C: Design Rationale

Statement of Design Rationale

General Description

1190 Barrington Street is a flanking lot located on Barrington Street between South Street and Tobin Street. The site, on the west side of Barrington Street is located directly across from Cornwallis Park. The property currently developed as a 4 storey office building, constructed approximately 50 years ago. In a response to the declining market for commercial office space in the downtown, Universal Properties is proposing to demolish the existing building and construct a mixed-use building on the lands.

The proposal is an 8 storey mixed use building featuring ground floor commercial space combined with residential units on the on the upper floors. The design features commercial space oriented to Barrington Street and townhouse style units in four story wings along the flanking streets. Vehicle parking is accommodated in a two underground parking levels accessed from Tobin Street.

Location

The site has a total area of 21,700 sf (2,017sm, 0.5 Ac). The lot is roughly square, with 144 feet of frontage on Barrington Street and 150 feet of frontage on the two flanking streets (South Street and Tobin Street). The location is prominent, the full block framing the west edge of Cornwallis Park to the east. The Barrington Street frontage slopes gently, falling approximately 4 feet from north to south, while the grade rises sharply on the two flanking streets, generating a 9 foot differential, from the west edge of the property down to the Barrington Street frontage.

Development on the site is controlled under the Downtown Halifax Bylaw. The lands are zoned DH-1 and located in Precinct 2, Barrington Street South. The bylaw specifies a maximum streetwall height of 21.5 m (72.5 ft) for the Barrington Street frontage and a maximum of 18.5m (60.7ft) for the South and Tobin frontages. Streetwall setback is specified 0 – 1.5m on all three frontages. Maximum pre-bonus height is 21.338m (70ft), measured to the commencement of the top storey of the building. There is no bonus height available in this precinct. The site lies completely within the bounds of Viewplane 8, which imposes an absolute restriction of approximately 31m (102ft) , measured at the intersection of Barrington and Tobin Streets.

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Richard M Kassner FRAIC MNSAA MAAPEI MAANB MCSC
Daniel B Goodspeed FRAIC MNSAA MAAPEI MAANB

Placement of the streetwall in this proposal varies to respond to the context. On the Barrington Street frontage and the commercial portion of the South and Tobin facades, the setback is minimal, approximately 0,3 m from the property line. Further up the flanking streets, the setback is increased to 1.5m, to provide a sense of front yard to the street level townhouse units. Street wall height is varied from a maximum 19 m at the center block of the Barrington faced, stepping down to approximately 17m for the corner blocks at the South and Tobin intersections and stepping down again to 11m for the low rise wings abutting the medium density neighborhoods to the west.

Pedestrian Streetscapes

Barrington Street is identified as a Pedestrian Oriented Commercial Street in the Bylaw. In response, the design places approximately 600m2 of commercial space addressing the Barrington frontage. This space is organized in two separate parcels flanking the residential entrance, with large storefront windows addressing the street. Storefront entrances are provided at the building corners , addressing the adjacent intersections. The Residential entrance is given a formal expression in the center of the Barrington façade. The ground floor slab is stepped twice along the Barrington face to generate ground floor levels that respond to the varying entrance conditions on the sloping street frontage.

A pronounced cornice line is used to establish to extent of the commercial use and to create a signage zone for the storefronts below. An intermediate projected string course located above the tall window openings reference the scale of the nearby heritage buildings.

The increased setback and reduced height of the streetwall on the flanking street provides a transition to the medium density residential neighborhoods that abut the site to the west. Individual entrances to two storey grade oriented townhouse suites animate these secondary street frontages.

Vehicle access to two levels of underground parking is provided on the Tobin Street frontage, providing a separation between the commercial and residential street fronts. A service entrance and secondary exit performs a similar function of the South Street frontage.

Building Design

The building is conceived as an 8 storey mid-rise block with upper storey stepbacks and low rise wings along the flanking streets. The building is constructed above two full levels of below grade parking. The mid rise block and flanking wings enclose a west facing landscaped courtyard constructed on top of the parking structure.

The streetwalls are expressed as a series of masonry clad masses with cornice lines and large vertically proportioned window openings. Low iron glass (high transparency) is used for the storefront glazing. A signband and awnings are used to delineate the commercial spaces.
Barrington Street elevation drawing (The rest of the ground floor glass is to be clear.
The masonry volumes establish an order to the composition. The Barrington façade is subdivided into three volumes, with the tallest section of streetwall marking the principal entrances to the building. The shorter corner volumes anchor the building and mark the transition to the flanking streets. The scale of the masonry volumes is further reduced on the both the South St and Tobin St. elevations to relate to the scale of the adjacent residential district. **:**

The top three floors are set back from the streetwall line and this smaller mass is expressed as a grouping of eight glazed towers, separated by balconies. The proportion of these elements and

rhythm established by the curtain wall recalls the narrow vertical elements used to express the base and middle of the composition. All glazing in the residential units is clear glass (no tint). Spandrels are also clear glass with a grey frit applied to the inside surface. A projected cornice is used to provide a top to these glazed towers, and to provide visual interest to the skyline. The penthouse, which accommodates the building common areas, provides additional visual interest and activity when seen from a distance. The roof top terrace is to be finished with a range of pre-cast concrete pavers and composite decking, The pergola structure is have a painted finish.

As the upper floors of the building are for residential use, exterior lighting is kept to a minimum to avoid tenant disruptions. The storefronts and entrance lobby are to be lit with a combination of wall sconces and downlighting in the commercial sign band and the residential entry canopy. Wall sconces will be used to light the townhouse entries and vehicle entry on the side streets. Low bollards will be used to illuminate the common roof terrace combined with accent lighting on the pergola structure. Visible light fixture locations are shown on the elevation drawings.

,

Civic Character

The site enjoys a prominent location in the South Barrington Precinct and is identified as a Prominent Civic/Cultural Frontage in the Design Manual. It frames the west edge of Cornwallis Park and faces the historic railway hotel structure across the park.

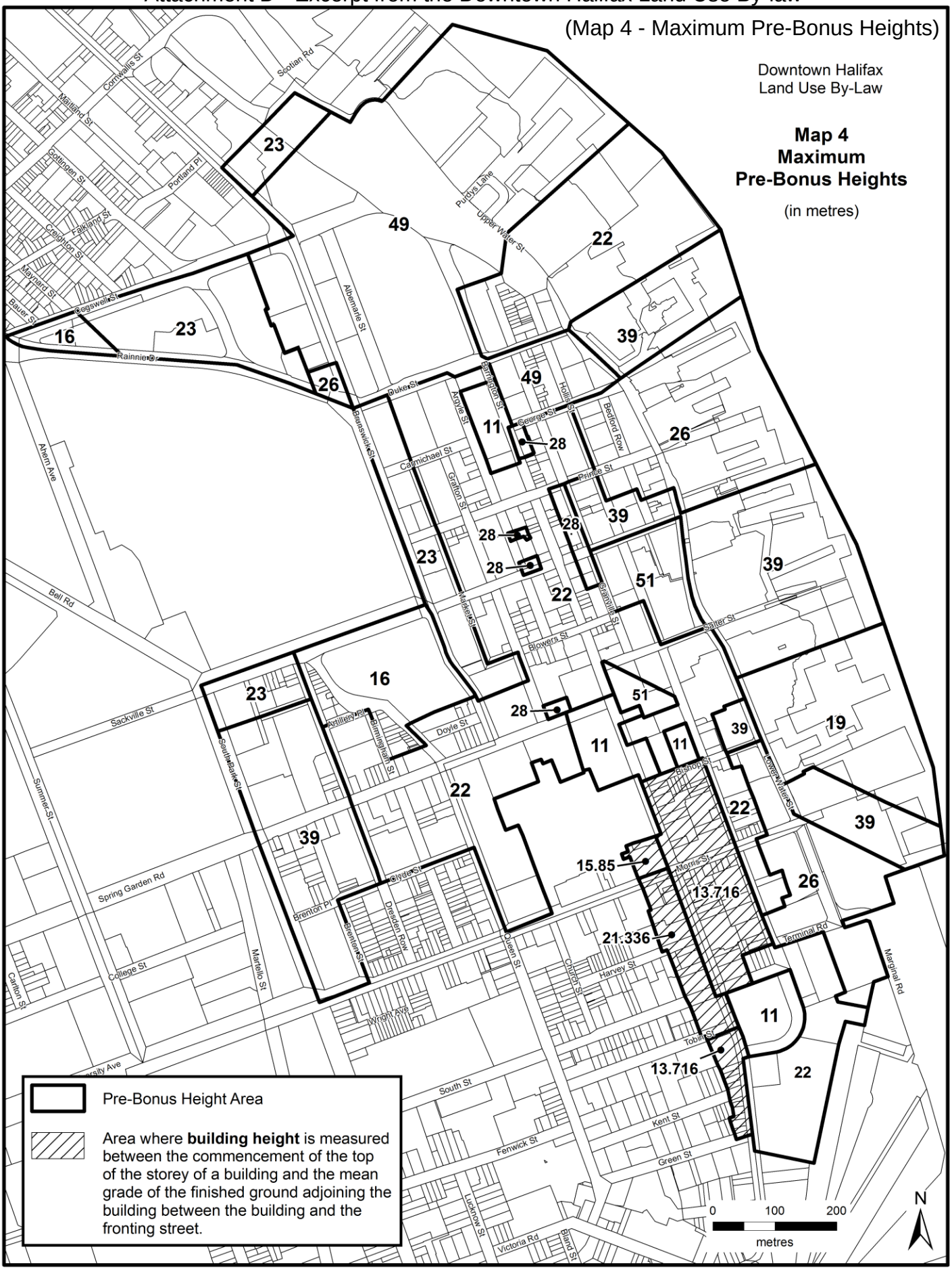
To achieve a fine grained character, the streetwall is composed of a series of narrow, vertically proportioned elements, placed close to the sidewalk. This generates a vertical rhythm that recalls the narrow storefronts typical of the older buildings in the area, in particular the hotel facing the site across the park from the project. In addition, the commercial entries are placed at the corner, which was a common configuration in these older buildings. There are three entries on the Barrington Façade and several additional entries on the two side streets. The vertical massing of the entrance block and the rhythm and proportion of the streetwall volumes on the Barrington facade are intended to reflect the block massing of the hotel structure.

Because of the numerous historic structure located within its bounds, the South Barrington Precinct is under considered for designation as a historic district. Although there are no historic structures in the immediate vicinity of the site, the streetwall volumes are scaled and detailed to respect the heritage context. Corner entrances to the commercial spaces recall the tradition of neighborhood corner stores. Strong masonry volumes with a regular rhythm and vertically proportioned openings recall older masonry structures. A projected cornice line is used to reference the typical height of older structures. The streetwall volumes are given a three part organization (base, middle and top), again recalling the massing of older masonry buildings.

Parking, Services and Utilities

Long term parking for bicycles and vehicles is provided in two below grade levels, accessed from Tobin Street. Short term parking for the commercial space is accommodated by on-street metered parking readily available in the neighborhood.Service and deliveries for the residential uses is provided from Tobin Street. Service and delivery access for the commercial use is accommodated from both side streets. The project will be connected to the existing downtown utility networks. All utility connections will be below grade

dbg
28 Jun 2017



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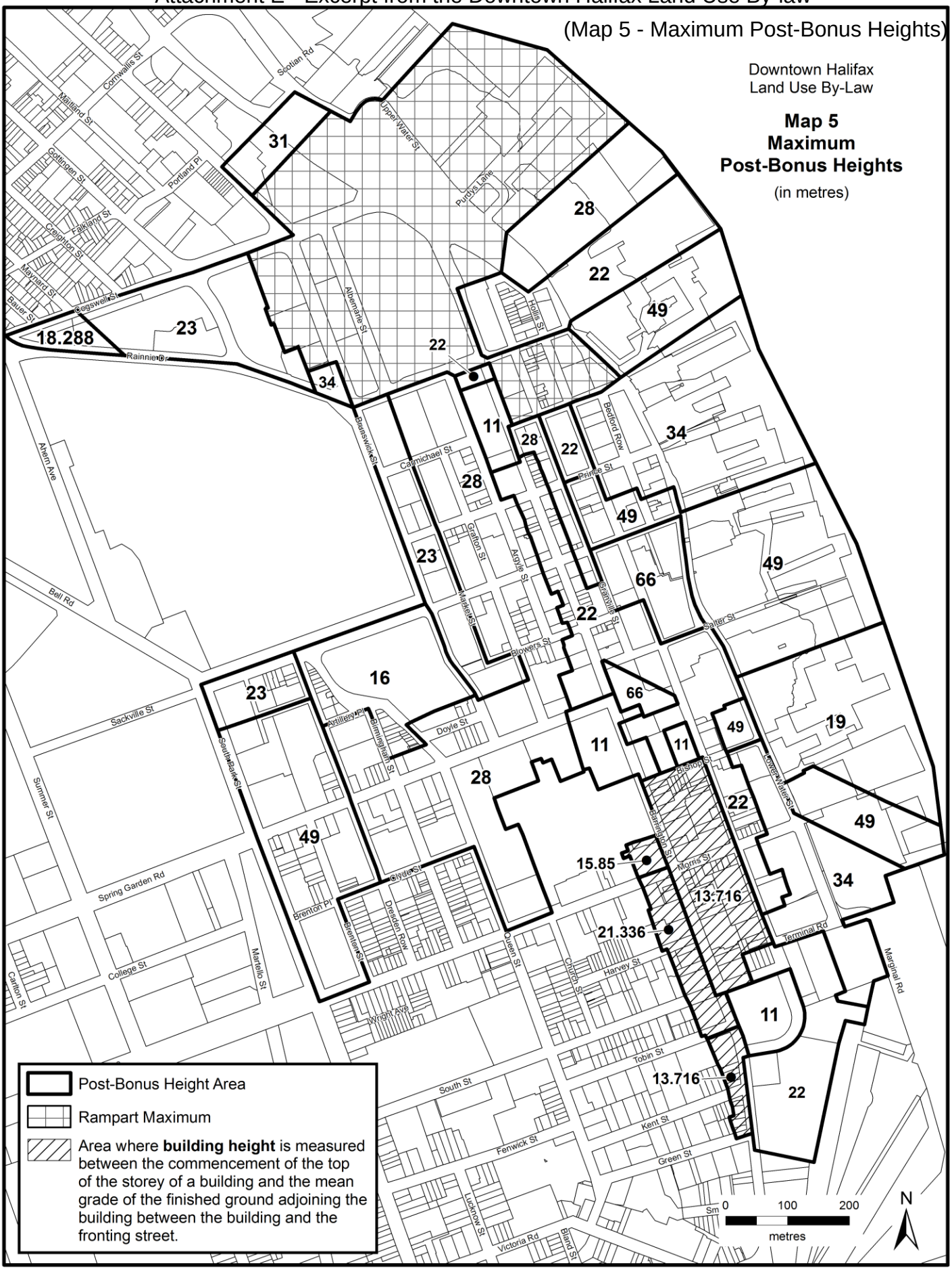
(Map 5 - Maximum Post-Bonus Heights)
Downtown Halifax
Land Use By-Law
Map 5
Maximum
Post-Bonus Heights
(in metres)
Post-Bonus Height Area
Rampant Maximum
Area where building height is measured between the commencement of the top of the storey of a building and the mean grade of the finished ground adjoining the building between the building and the fronting street.
Sm 0 100 200
metres
N
Effective: 17 August 2013
Note: Effective date does not indicate date of data creation.

Attachment F – Design Manual Checklist – Case 21134			
Section	**Guideline**	**Complies**	**Discussion**
2	**Downtown Precinct Guidelines**		
2.2	**Precinct 2 – Barrington Street South**		
2.2a	Retain, and to respect in future development, the small to mid-size types of buildings, or the effect achieved by buildings of that size range, and their relationship to the street, that currently exists along Barrington Street. Buildings that occupy larger floorplates and frontages should have design elements that replicate the existing rhythm of individual storefronts along the street.	Yes	
2.2b	Ensure that buildings create an animated streetscape through active ground floor uses and pedestrian scaled design features.	Yes	
2.2c	Infill development along Hollis Street should be of a similar scale and type as that found on Barrington Street.	N/A	
2.2d	New development shall appropriately frame Cornwallis Park and respect the train station as a historic landmark.	Yes	The proposal takes design cues from the historic hotel/ train station and will work with this building to provide a visual anchor to the park.
2.2e	To permit surface parking lots only when they are an accessory use and are in compliance with the Land Use By-Law and Design Manual.	N/A	
2.2f	Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines).	Yes	
2.2g	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Yes	
3	**General Design Guidelines**		
3.1	**The Streetwall**		
3.1.1	**Pedestrian-Oriented Commercial** On certain downtown streets pedestrian-oriented commercial uses are required to ensure a critical mass of activities that engage and animate the sidewalk These streets will be defined by streetwalls with continuous retail uses and are shown on Map 3 of the Land Use By-law. All retail frontages should be encouraged to reinforce the ‘main street’ qualities associated with the historic downtown, including:		

Attachment F – Design Manual Checklist – Case 21134			
Section	**Guideline**	**Complies**	**Discussion**
3.1.1a	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	Yes	
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	Yes	
3.1.1c	Frequent entries.	Yes	
3.1.1d	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3, and is encouraged elsewhere throughout the downtown.	Yes	
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	Yes	
3.1.1f	Where non-commercial uses are proposed at grade in those areas where permitted, they should be designed such that future conversion to retail or commercial uses is possible.	N/A	
3.1.2	**Streetwall Setback** *(refer to Map 6 of the LUB)*		
3.1.2a	Minimal to no Setback (0-1.5m): Corresponds to the traditional retail streets and business core of the downtown. Except at corners or where an entire block length is being redeveloped, new buildings should be consistent with the setback of the adjacent existing buildings.	Yes	
3.1.2b	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.	N/A	
3.1.2c	Institutional and Parkfront Setbacks (4m+): Corresponds to the generous landscaped setbacks generally associated with civic landmarks and institutional uses. Similar setbacks designed as landscaped or hardscaped public amenity areas may be considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill out activity such as sidewalk patios.	N/A	
3.1.3	**Streetwall Height** *(refer to Map 7 of the LUB)* To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets B generally 15.5m, 17m or 18.5m. Consistent with the principle of creating strong edges to major public open spaces, a streetwall height of 21.5m is		

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Section	**Guideline**	**Complies**	**Discussion**
	permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.		
3.2	**Pedestrian Streetscapes**		
3.2.1	**Design of the Streetwall**		
3.2.1a	The streetwall should contribute to the fine grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	Yes	The proposal is for an entire block redevelopment, with little to pull from on neighbouring properties on Barrington St. The streetwall is well articulated and takes design cues from the hotel and train station on the other side of Cornwallis Park.
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets.	Yes	
3.2.1c	Generally, streetwall heights should be proportional to the width of the right-of-way a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey stepbacks.	Yes	
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	N/A	
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	Yes	
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes	
3.2.1g	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.	Yes	
3.2.2	**Building Orientation and Placement**		
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	Yes	
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the	Yes	

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Section	**Guideline**	**Complies**	**Discussion**
	creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.		
3.2.2c	Sideyard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.	N/A	
3.2.3	**Retail Uses**		
3.2.3a	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.	Yes	
3.2.3b	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.	Yes	
3.2.3c	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.	N/A	
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes	
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes	
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.	Yes	
3.2.3g	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.	N/A	Signage detail will be provided at permitting stage, and will meet the requirements of LUB
3.2.4	**Residential Uses**		
3.2.4a	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.	Yes	

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Section	**Guideline**	**Complies**	**Discussion**
3.2.4b	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.	Yes	
3.2.4c	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.	Yes	
3.2.4d	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes	
3.2.4e	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.	N/A	
3.2.4f	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	N/A	
3.2.5	**Sloping Conditions**		
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.	Yes	
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	Yes	
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	Yes	
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	Yes	
3.2.5e	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.	Yes	
3.2.5f	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.	Yes	
3.2.5g	Flexibility in streetwall heights is required in order to transition from facades at lower elevations to facades at	Yes	A variance was requested for the ground floor

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Section	**Guideline**	**Complies**	**Discussion**
	higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or broken cornice lines at the top of streetwalls on sloping streets.		heights on the sloping sides. See Section 3.6.15
3.3	**Building Design**		
3.3.1	**Building Articulation**		
3.3.1a	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: • **Base:** Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • **Middle:** The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. • **Top:** The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.	Yes	
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	Yes	The building takes design cues from the historic hotel and train station
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	Yes	
3.3.1d	Street facing facades should have the highest design quality; however, all publicly viewed facades at the side and rear should have a consistent design expression.	Yes	
3.3.2	**Materials**		
3.3.2a	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	Yes	
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes	
3.3.2c	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	Yes	
3.3.2d	Changes in material should generally not occur at building corners.	Yes	

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Section	**Guideline**	**Complies**	**Discussion**
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes	
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes	
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes	
3.3.2h	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	Yes	
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes	
3.3.2j	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.	Yes	
3.3.3	**Entrances**		
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	Yes	
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes	
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	N/A	
3.3.4	**Roof Line and Roofscapes**		
3.3.4a	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.	Yes	Proposal has pergola, penthouse, night lighting and cornice line to add definition to the roofline.
3.3.4b	The expression of the building top (see previous) and roof, while clearly distinguished from the building middle, should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.	Yes	
3.3.4c	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living	Yes	

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Section	**Guideline**	**Complies**	**Discussion**
	green roofs is strongly encouraged.		
3.3.4d	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.	Yes	
3.3.4e	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility.	Yes	
3.3.4f	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.	N/A	
3.4	**Civic Character**		
3.4.1	**Prominent Frontages and View Termini**		
3.4.1a	Prominent Visual Terminus Sites: These sites identify existing or potential buildings and sites that terminate important view corridors and that can strengthen visual connectivity across downtown. On these sites distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways should be provided. Design elements (vertical elements, porticos, entries, etc.) should be aligned to the view axis. Prominent Visual Terminus Sites are shown on Map 9 in the Land Use By-law.	N/A	
3.4.1b	Prominent Civic Frontage: These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.	Yes	
3.4.2	**Corner Sites**		
3.4.2a	Provision of a change in the building massing at the corner, in relation to the streetwall.	Yes	
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes	

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Section	**Guideline**	**Complies**	**Discussion**
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.	Yes	
3.4.2d	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.	N/A	
3.5	**Parking Services and Utilities**		
3.5.1	**Vehicular Access, Circulation, Loading and Utilities**		
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	Yes	
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.	Yes	
3.5.1c	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.	Yes	
3.5.1d	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well-designed doors and entries.	Yes	
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	Yes	
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	Yes	
3.5.4	**Lighting**		
3.5.4a	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	N/A	
3.5.4b	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	Yes	
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	N/A	
3.5.4d	Encourage subtle night-lighting of retail display windows.	N/A	

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Section	**Guideline**	**Complies**	**Discussion**
3.5.4e	Ensure there is no light trespass onto adjacent residential areas by the use of shielded full cutoff fixtures.	Yes	
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes	
3.5.5	**Signs** *(signs will be subject of separate future permit applications)*		
3.6	**Site Plan Variances**		
3.6.5	**Upper Storey Streetwall Stepback Variance**		
	Upper storey streetwall stepbacks may be varied by Site Plan Approval where:		
3.6.5a	the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and	Yes	
3.6.5b	the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.	Yes	Building has increased setbacks along the residential portions to increase privacy and landscaping. Given this increased setback, it is reasonable to maintain the portion of the building that is stepped back at a consistent massing.
3.6.12	**Landscaped Open Space Variance**		
	Landscaped open space requirements may be varied by Site Plan Approval where:		
3.6.12a	The landscaped open space to be provided is consistent with the objectives and guidelines of the Design Manual; and	Yes	
3.6.12b	The modification does not exceed 10% of the requirement.	Yes	Requesting a modification to 7% of the required LOS.
3.6.15	**Land Uses at Grade Variance**		
	The minimum floor-to-floor height for the ground floor of a building having access at the streetline or Transportation Reserve may be varied by Site Plan Approval where:		
3.6.15a	the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and,	Yes	
3.6.15b	the proposed floor-to-floor height of the ground floor does	Yes	

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	not result in a sunken ground floor condition;		
	And at least one of the following:		
3.6.15c	in the case of the proposed addition to an existing building, the proposed height of the ground floor of the addition matches or is greater than the floor-to-floor height of the ground floor of the existing building; or,	N/A	
3.6.15d	in the case of a proposed infill building, the floor-to-floor heights of the ground floors of abutting buildings along a common street frontage are such that the required floor-to-floor height for the ground floor of the infill building would be inconsistent with the established character of the street; or,	N/A	
3.6.15e	in the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical; or,	Yes	The site slopes upward on the Tobin and South Street frontages, as well as a gradual slope downward along Barrington St.
3.6.15f	in the case of a new building to be situated on a site located outside of the Central Blocks and off a Pedestrian-Oriented Commercial Street, the floor-to-floor height of the ground floor may be reduced to 3.5 metres if it is to be fully occupied by residential uses.	N/A	

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Attachment G: Variance Rationale

Site Plan Variances

In general terms, we believe the proposed design is wholly derived from the fundamental concepts embodied in the Downtown Bylaw and fully respects the formal requirements. Three minor variances are requested to the quantitative elements of the LUB.

1) *Minimum Ground floor height:* Downtown Halifax LUB: Section 8 (13) requires a minimum ground floor height of 4.5 meters (14'-9")

Non Compliance: There are two areas of non-compliance. The commercial space at the northeast corner has a ground floor height of 4.2m (13'-9"). The ground floor residential spaces on the two flanking streets have reduced ground floor height, varying from 3m to 3.5m.

Rationale: Sentence 8(13B) permits variances to the minimum ground floor height. The north east commercial space is set 300mm less than the minimum in response to the slope along Barrington Street. The ground floor slab has been stepped as much as possible to maintain accessible entrances from the sidewalk without exceeding the maximum building height. Section 3.2.5 of the Design Manual allows flexibility in interpretation of the guidelines to account for sloping conditions. The reduced ground floor height on the residential uses are designed to create a building form with a residential feel along both sloping side streets. Section 3.2.4 of the Design Manual stresses the importance of creating an appropriate residential scale.

2) *Landscaped Open Space:* Downtown Halifax LUB: Section 7(8) requires landscaped open space of 11.5 square meters per dwelling unit

Non:Compliance At 11.25sm per unit, a total of 967.5 sm of LOS is required. A total of 1,202sm provided. Sentence 7(10) of the LUB allows 60% of the LOS. to be transferred to the roof subject to certain conditions. Thus a minimum of 387sm of at-grade landscaped open space is required. We have provided a total of 361sm of LOS. So in this case, 63% of the required LOS has been transferred to both the podium roof and the main roof. This results in a deficiency of LOS at ground level.

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Rationale: 3.6.12 of the Design Manual states that landscaped open space requirements may be varied provided that consistent with the intent of the Design Manual and does not exceed 10% of the requirement. In this case a total of 361 sm of at-grade LOS is provided (a deficiency of 7%) Both the podium roof area and the terrace on the main roof are flat roof areas meeting the minimum size and accessibility requirements of Sentence 7(10). As Cornwallis Park is located immediately across Barrington Street from the site, the immediate area is well served for ground level landscaped space. The requested variance is modest and within the bounds set in the LUB and Design Manual requirements.

3) Minimum upper storey stepback: Downtown Halifax LUB: Section 9 (7) requires that upper floors of mid rise buildings be stepped back 3m (9.8ft) from the line of the streetwall.

Non Compliance: There are two areas of non-compliance. On both the South Street and Tobin Street frontages there are sections (40' on each frontage) where the upper floor setback is reduced to 5'-10" because the streetwall setback of the low rise wings was increased..

Rationale: Sentence 9(8) permits variances to the streetwall stepbacks. Section 3.6.5 of the Design Manual anticipates variances where the configuration is consistent with the DM and the modification results in a positive benefit. In this case, the stepback is reduced to allow the low rise residential wings facing South and Tobin streets to be sited with an increased streetwall setback (refer to DM 3.1.2(b)).
The low rise wings provide individual units accessed from the street as encouraged in DM 3.2.4(c). The increased streetwall setback provides the open space necessary to create the residential character with privacy landscaping and entry porches as referenced in DM 3.2.4(a) while respecting the existing scale and established setbacks of adjacent low rise buildings on both these flanking streets.
In these areas, the upper floor mass is set back 5'-10" from the low-rise street wall.
This allows the concept of the clean rectangular glass shape for the upper mass to be retained, avoiding the awkward recesses on each side of the building that would result from increasing the stepback in these areas. The areas requiring a variance for a 40% reduced stepback are a small percentage (18%) of each frontage.
Thus we believe that this variance provides the positive benefit of improving the adjacency of the new building to the existing low rise structures without compromising the clear and simple expression of building form for the upper stories.

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19 Jul 2017