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

Item No. 9.1.1
Design Review Committee
July 25, 2019

TO: Chair and Members of Design Review Committee

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

DATE: July 5, 2019

SUBJECT: **Case 22322: Substantive Site Plan Approval for 1872-1874 Brunswick Street, Halifax**

ORIGIN

Application by Fougere Menchenton Architecture Inc.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for a 12 storey hotel at 1872-1874 Brunswick Street in Halifax as shown in Attachments A and B;

2. Approve the variances to the Land Use By-law requirements regarding ground floor height, streetwall height, mid-rise building stepback and ground level floor-to-floor height and maximum height variance as contained in Attachment B;

3. Accept the findings of the qualitative Wind Impact Assessment, as contained in Attachment D; and

4. Recommend that the Development Officer accept the proposed public benefit of the provision of rental commercial space made available at a subsidized cost for arts or cultural uses as the post-bonus height public benefit for the development.

BACKGROUND

Fougere Menchenton Architecture Inc. has applied for substantive site plan approval to permit a 12 storey hotel located at 1872-1874 Brunswick Street in Halifax (Map 1). To allow the development, the Design Review Committee must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB).

This report addresses relevant regulation held within both the Land Use By-law and Design Manual in order to assist the Committee in their decision.

Subject Site	1872-1874 Brunswick Street
Location	Corner of Brunswick and Gottingen Streets
Zoning (Map 1)	DH-1
Lot Size	1324.98 square metres (14,262 square feet)
Site Conditions	Sloping grade to north boundary of site
Current Land Use(s)	5 storey commercial building
Surrounding Land Use(s)	Located adjacent to Citadel Hill to the southwest. Immediately adjacent on Brunswick Street to the north is Civic 1888 (containing ICT Northumberland College, Stats Canada, MP Constituency office). Immediately adjacent the subject site on Gottingen Street to the west is a new residential development.

Project Description
The applicant has applied to develop a 12 storey hotel. The details of the proposal are as follows (refer to Attachments A and B):

- 12 storey building containing 171 hotel rooms;
- materials including clear glazed curtain wall and ceramic cladding system and/or composite high density panel with wood veneer;
- ground level garbage and loading service areas accessed from Brunswick Street;
- second level full service restaurant with pedestrian access from Gottingen Street;
- Brunswick Street valet parking service with no on-site vehicle parking;
- rooftop mechanical areas designed to sit within a penthouse; and
- bicycle parking provided at rates consistent with the Land Use By-law.

Further information about the approach to the design of the building has been provided by the project's architect within Attachment B of this report.

Regulatory Context - Municipal Planning Documents
With regard to the Downtown Halifax Secondary Municipal Planning Strategy (DHSMPS) and the Downtown Halifax LUB, the following are relevant to the proposed development from a regulatory context:

- Zone: The site is within the DH-1 (Downtown Halifax) Zone;
- Precinct: Precinct 8 - Cogswell, and falls within Schedule S-1 (Civic Character) of the Design Manual;
- Building Height (Pre and Post-Bonus): The maximum pre-bonus height is 26 metres, while the maximum post-bonus height is 34 metres. Additionally, the site is encumbered by Viewplanes 6 and 8;
- Streetwall Setback: The required streetwall setback along Brunswick and Gottingen Streets is permitted to vary between 0-1.5m;
- Streetwall Height: The minimum streetwall height is 11 metres, while the maximum streetwall height is 18.5 metres;
- Streetwall Width: Streetwall width may be reduced to no less than 80% of the width of a lot abutting a streetline, provided the streetwall is contiguous;
- Streetwall Stepback: Above the streetwall, a minimum 3 metre stepback applies;

- Civic/Cultural Sites and Frontages: The Gottingen Street frontage and a portion of the Brunswick Street frontage (near the intersection of Gottingen and Brunswick Streets) are identified as "Prominent Civic/Cultural Frontages" on Map 1 (Civic Character) of the Design Manual; and
- Wind Impact Assessment: A new building that is proposed to be greater than 20 metres in height is subject to either a qualitative or a quantitative wind impact assessment.

The proposal has been reviewed by the Development Officer and determined to be in compliance with the above LUB regulations, with the exception of the requested variances noted below. In addition to the above regulations, the Design Manual of the Downtown Halifax LUB contains guidance regarding the appropriate appearance and design of buildings (Attachment C).

Site Plan Approval Process
Under the site plan approval process, development proposals within Downtown Halifax Plan area must meet the land use and building form 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 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 following elements do not confirm to the Downtown Halifax LUB:

- minimum ground floor height;
- streetwall height;
- mid-rise building stepback;
- maximum height – elevator enclosure; and
- side and rear yard setbacks.

The applicant has requested that four variances to the Downtown Halifax LUB be considered for approval through the site plan review process (Attachments A and C).

Role of the Design Review Committee:
The Design Review Committee, 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 Design Review Committee in this case is to:

1. Determine if the project is in keeping with the design guidelines contained within the Design Manual (Attachment C);
2. Consider the variance requests that have been made pursuant to variance criteria in the Design Manual (Attachment C);
3. Provide advice to the Development Officer if the proposal is suitable in terms of the expected wind conditions on pedestrian comfort (Attachment D); and
4. Advise the Development Officer on the suitability of the post-bonus height public benefit being proposed by the applicant (Attachment B).

Notice and Appeal
Where a proposal is approved by the Design Review Committee, 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 Design Review Committee 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 must hold a hearing and make a 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 has been 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 March 11, 2019.

DISCUSSION

Design Manual Guidelines

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 2.8 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct 8: Cogswell Area; 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 is found in a table format in Attachment C. 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 as follows:

Retail Uses (3.1.1b, 3.2.3a and 3,2,3c)

The Design Manual, under 3.1.1 Pedestrian Oriented Commercial, calls for "*retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation*". In this case, where the site is not within an area mandating retail uses at grade, the proposed Brunswick Street façade and part of Gottingen Street façade contains hotel lobby, restaurant and bar use as well as valet parking (Attachment E). The Design Manual (3.2.3c) proposes that grade level uses be designed to convert to future retail uses and in this case, this is conceivable. Transparency at grade will be maximized and proposed glazing totals 78% at grade level. Staff advise that this meets the intent of the Design Manual.

Awnings and Canopies (2.4f, 3.1.1d and 3.2.3b)

For this location, the Design Manual encourages the use of awnings and canopies along sidewalks and frontages for weather protection. In this case, the applicant is not proposing any permanent canopies or awnings along the length of Brunswick Street or Gottingen Street sidewalks. However, the applicant is proposing canopies at the Brunswick and the Gottingen Streets entries that will provide weather protected access and circulation to both the hotel lobby and restaurant. Additionally, the Brunswick Street entry has a recessed vestibule that will offer protection. Staff advise that these design approaches should adequately satisfy the criteria for weather protection.

Articulation of Narrow Shop Fronts (3.1.1a)

The Design Manual places emphasis on the articulation of narrow shop fronts, characterized by their close placement to the sidewalk, to emulate qualities of the historic downtown. In this case, the Gottingen and Brunswick Streets frontage on the subject site is not proposed to be occupied by retail bays, but by hotel restaurant, and lobby. Therefore, it would not be appropriate for the whole frontage to be articulated into narrow shop frontages, as this would not reflect the internal use of the building. The restaurant and main entry will be located directly adjacent to a sidewalk and have canopy protection; a high level of pedestrian level transparency is proposed; and is designed so that it could be converted to retail use. These conditions will reinforce the "main street" qualities.

Sloping Conditions (3.2.3f, 3.2.5f and 3.2.5g)
The Design Manual indicates that split level or sunken retail entrances should be avoided. It also stipulates that pedestrian entrances on sloping streets should be provided where possible. In this case, a sloping condition exists along the Gottingen Street frontage. In response, the ground level entry to the second level restaurant along the street is designed at the same grade level as the abutting section of walkway off the sidewalk. The proposed height of the ground floor is requested to be reduced by variance in order to enable this grade level entry and as such responds well to the site's sloping street frontages and meets the intent of the Design Manual.

Variances
The applicant is requesting five (5) variances to the quantitative requirements of the Downtown Halifax LUB: the maximum height requirement, the streetwall height requirement for a portion of Gottingen Street, ground level floor-to-floor height and mid-rise building stepback. The applicant has outlined the variance request on the plans (Attachment A) and has provided a rationale pursuant to the Design Manual criteria (Attachment B). The staff review of the variance requests is provided in this section as outlined below.

Variance 1: Land Uses at Grade (Ground Floor Height)
Section 8(13) of the LUB requires a minimum ground floor height of 4.5 metres. The applicant has requested a variance to this requirement to permit a ground floor height of 3.5 metres.

Section 3.6.15 of the Design Manual allows for a variance to the Land Uses at Grade requirements subject to meeting certain conditions outlined in Attachment C. Of the potential conditions for a variance, this application is being considered under the following provisions:

3.6.15 a) the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the design manual; and

b) the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition; and

e) In the case of a new building or an addition to an existing building being proposed along a sloping streets, 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 or stepdown 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;

The changing grades on this site present amongst the steepest within the Downtown Halifax plan area. The impetus for the requested variance is to lower the second floor level restaurant so that it may be entered at grade from steeply sloping Gottingen Street and avoid steps to the second level restaurant. Sunken ground floor conditions will not result from this floor-to-floor height reduction. As such, staff recommends approval of this variance.

Variance 2: Streetwall Height
Map 7 of the LUB requires a streetwall height of 18.5 metres at the subject lands. The applicant has requested the streetwall height for a portion of the Gottingen Street façade near the corner of Brunswick and Gottingen Streets be increased to 19.85 metres before it can step down to the permitted height once again.

Section 3.6.3 of the Design Manual allows for a variance to the streetwall height requirements subject to meeting certain conditions as outlined in Attachment C. Of the potential conditions for a variance, this application is being considered under the following provisions:

a. the streetwall height is consistent with the objectives and guidelines of the Design Manual; and
b. The modification is for a corner element that is used to join streetwalls of differing heights;

The proposed variance to the minimum streetwall height is requested to address the streetwall at Brunswick Street continuing around the corner, forming part of the corner architectural element of the proposed building to Gottingen Street. Here, the grade is steeply sloping and the streetwall (approximately 19.85 metres after turning the corner) needs to correspondingly step down to meet the permitted streetwall height. The proposed streetwall height is in keeping with the intent of the design manual to allow for corner element modifications. Staff recommends approval of the variance.

Variance 3: Mid-rise Building Stepback

Section 10(4) of the LUB stipulates that above a height of 18.5 metres, or the height of the streetwall, the mid-rise portion of a building shall be setback from interior lot lines no less than 10% of the lot width or 5.5 metres, whichever is less. Where a lot line has more than one streetline, the greater lot width shall apply. The setback as determined by the greater lot width is 4.3 metres, but the applicant is requesting a variance to permit a 3.5 metre stepback.

Section 3.6.5 of the Design Manual allows for a variance to an upper storey streetwall stepback

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

The requested variance is intended to address hotel industry operational standards for the central circulation core and specific length requirements for hotel rooms. The sloping nature and limited depth of the site divided delivery and pick-up services to two locations: a grade level area shared with the valet parking area at Brunswick Street and grade level access at Level three at the west elevation of the building. The floor area consumed for this particular circulation left minimal space to meet room length standards. The response to this was to request that the mid-rise building stepback be decreased. The requested modification to the required stepback recognizes the need for hotels to meet facilities standards in order to maintain and enhance Halifax's competitiveness as a tourist destination, thereby serving a positive benefit. Staff recommends this variance be approved.

Variance 4a: Maximum Height Variance – Service Elevator Enclosure

Subsection 8(10) of the LUB stipulates that rooftop features be setback no less than 3 metres from the outer most edge of the roof. In this case the proposed service elevator enclosure will have no setback from the western roof edge. This feature lies between the roof edge and the mechanical penthouse wall.

Because the enclosure is against the roof edge, it will be considered as part of the building as opposed to a feature exempt from height. The maximum post-bonus height permitted for this site is 34 metres. The elevator enclosure portion of the proposed building exceeds the permitted height by 0.1 metres. Subsection 8(11) allows the maximum post-bonus height to be exceeded by subsection 8(9) on properties identified as Prominent Visual Terminus Site. The applicant is requesting that the Prominent Visual Terminus Site be varied to apply to properties identified as Prominent Civic/Cultural Frontage (Map 1 of the Design Manual), that applies to the subject site, to allow the height variance. Subsection 10(7) of the LUB requires a 11.5 metre setback from the interior lot lines, however this may be varied, and this requested can be found in Variance 4b below.

Subsection 3.6.8 of the Design Manual allows for a modest variance to the maximum height subject to meeting certain conditions as outlined in Attachment C. Of the potential conditions for a variance, this application is being considered under the following provisions:

3.6.8 a. the maximum height is consistent with the objectives and guidelines of the design manual; and

b. the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;

The proposed variance for the service elevator enclosure is due to its location within the building, and the significant sloping conditions of the site. Because of sloping site conditions and given the desire to visually screen the utility entries (to laundry, garbage room and exit doors) the elevator needed to be located at the western façade. The requested variance does not result in an increase of gross floor area in the proposed building. Also, the service elevator enclosure is interior to the site with minimal visibility from the street. The requested variance is limited to internal property lines and will not have a significant impact on views from the street. Staff recommends this variance be approved.

Variance 4b: Side and Rear Yard Setback Variance

Subsection 10(7) of the LUB requires that any portion of a high-rise building above a height of 33.5 metres to be setback 11.5 metres from interior lot lines. The service elevator enclosure exceeds this height (see Variance 4a above) and is subject to the required setback. The requested rear yard setback may be varied under subsection 10(14) of the LUB where the relaxation is consistent with the criteria of the Design Manual. The requested setback is 3.51 metres for the rear yard (west property boundary) and 10.8 metres for the side yard (north property boundary).

Subsection 3.6.2 of the Design Manual allows for a modest variance to the side and rear yard setback subject to meeting certain conditions as outlined in Attachment C. Of the potential conditions for a variance, this application is being considered under the following provisions:

3.62 a. the modified setback is consistent with the objectives and guidelines of the design manual; and

c. the modification does not negatively impact abutting uses by providing insufficient separation.

The requested setback variance does not change the proposed building setbacks from the property lines. Rather it is requesting the existing dimensions from the interior lot lines to the elevator enclosure be permitted by varying the required setback for high-rise buildings. Therefore, separation distances are not changed or reduced between abutting buildings and the proposal. Staff recommends this variance be approved.

Post-Bonus Height Public Benefit

The Downtown Halifax LUB specifies a maximum pre-bonus height and a maximum post-bonus height. Projects that propose to exceed the maximum pre-bonus height are required to provide a public benefit. The LUB lists the required public benefit categories, and establishes a public benefit value that, with adjustments for inflation, is the equivalent of $4.70 for every 0.1 square metres of gross floor area created by extending above the pre-bonus height. The maximum pre-bonus height for the proposal is 26 metres while the post-bonus height is 34 metres. The gross floor area to be gained is approximately 2,385 square metres. A preliminary calculation of the value of the required public benefit is approximately $112,095.00. The applicant proposes the public benefit to be the provision of an Aboriginal Visual and Performing Arts Gallery, which falls within the public benefit category as the provision of rental commercial space made available at a subsidized cost for arts or cultural uses (see Attachment A, Sheet A05).

The Design Review Committee's role is to review and recommend to the Development Officer whether a proposed public benefit should be accepted by the Municipality. With this, the final cost estimates of providing the public benefit will be determined and an agreement with the Municipality will be prepared for Regional Council's consideration at the permit approval stage.

Wind Assessment

A Qualitative Wind Impact Assessment was prepared by the applicant for the project and is included in Attachment D. The need for the assessment results from the proposed building being over 20 metres in height. Its purpose is to determine whether the site and its surroundings will be safe and comfortable for pedestrians once the new building is constructed. The assessment submitted for this proposal anticipates that the development will result in no change in comfort levels for persons sitting, standing, or walking at the sidewalk level. 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 as per the Recommendation Section of this report.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2019/20 operating budget for C310 Urban & Rural Planning Applications.

RISK CONSIDERATION

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

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

ALTERNATIVES

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

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

ATTACHMENTS

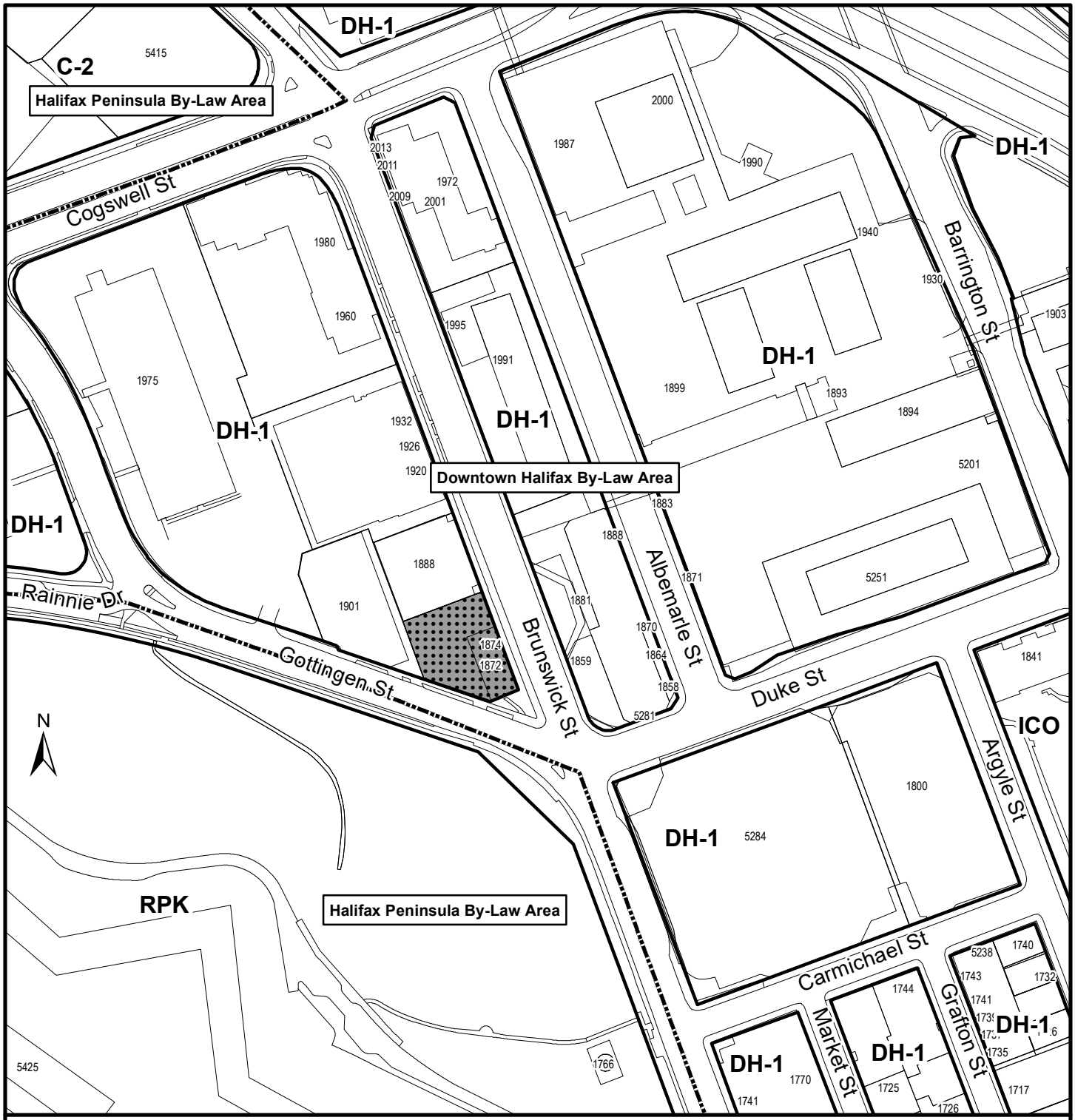
Map 1 Location and Zoning

Attachment A Site Plan Approval Plans
Attachment B Design Rationale
Attachment C Design Manual Checklist
Attachment D Wind Impact Assessment
Attachment E Proposed Building Floor Plans

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.

Report Prepared by: Darrell Joudrey, Planner II, 902.490.4181

Report Approved by: Original Signed
Steve Higgins, Manager of Current Planning, 902.490.4800



Map 1 - Zoning

1872 & 1874 Brunswick St.,
Halifax

HALIFAX

Subject Property

Zone

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

HPEN C-2 General Business
RPK Regional Park

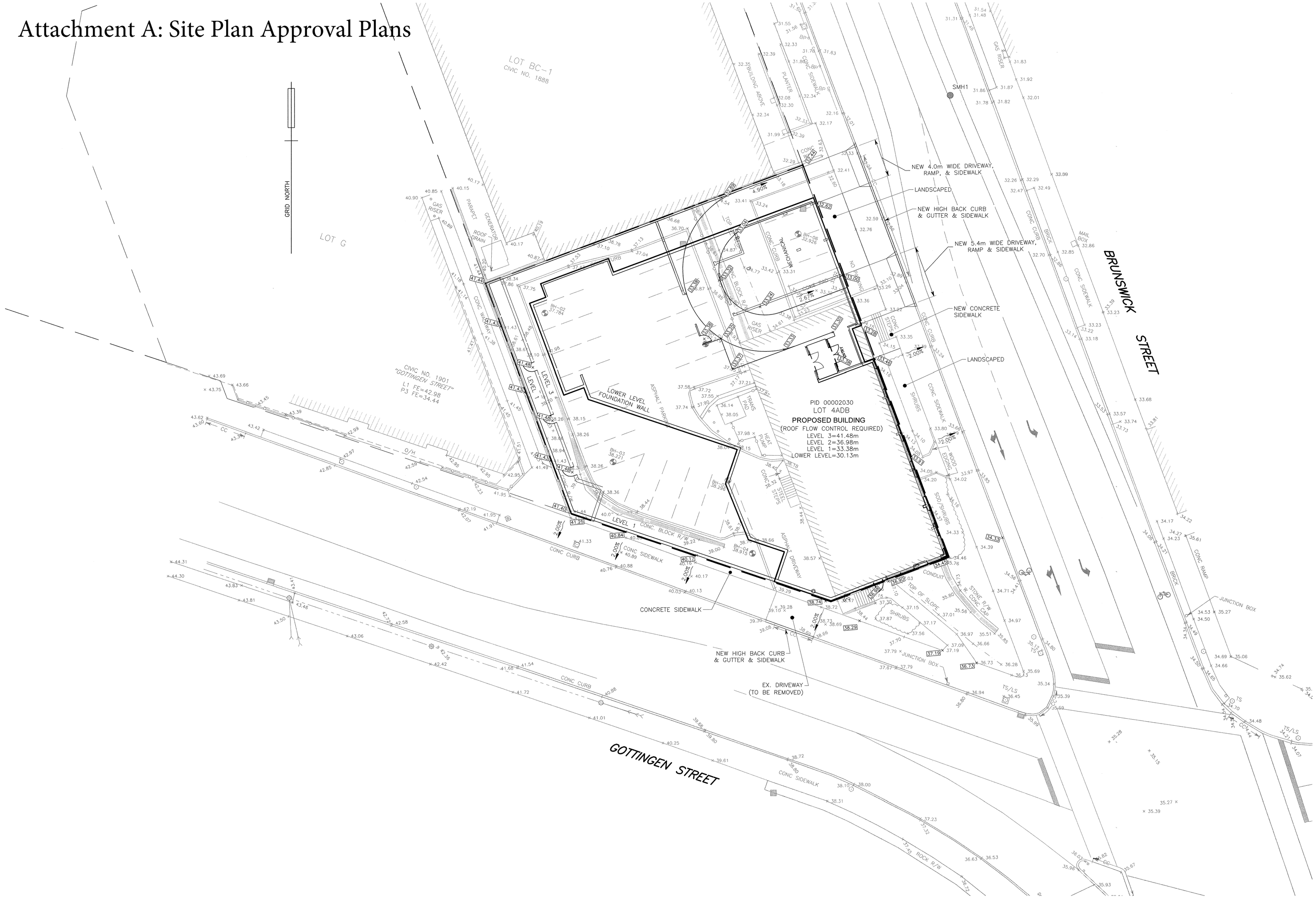
0 20 40 60 80 m

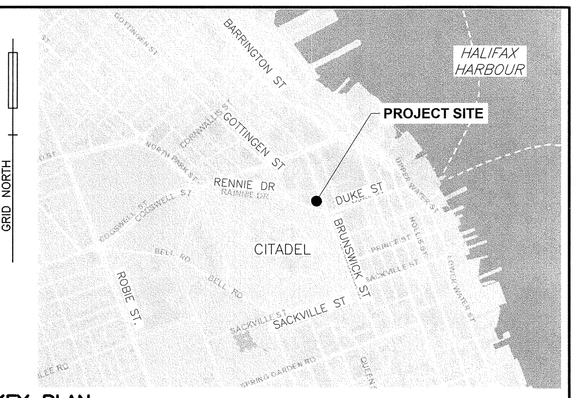
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

Downtown Halifax
Land Use By-Law Area

Attachment A: Site Plan Approval Plans





KEY PLAN

LEGEND

EXISTING		PROPOSED
25.0	CONTOUR LINE	25.0
⊗/⊗BF	CURB STOP/GATE/BUTTERFLY VALVE	⊗/⊗BF
	FIRE HYDRANT	
	CONCRETE THRUST BLOCK	
	SIAMESE CONNECTION	
/ / /	CATCH BASIN/PIT	/ /
	CULVERT	
/ RD	ROCK LINING/DAM	/ RD
/ RW	ROCK WALL/RETAINING WALL	/ RW
/	POWER POLE & ANCHOR/LIGHT STANDARD	/
/	TREE	/
/	STREET SIGN/PARKING METER	/
× 131.82	ELEVATION/GRADE	125.00 × / + 125.00
	TEST PIT	
/ S	DRAINAGE/SWALE FLOW DIRECTION	/ S
W	WATER MAIN/SERVICE	W
SAN	SANITARY MANHOLE & PIPE	SAN
STM	STORM MANHOLE & PIPE	STM
SAN/STM	COMBINED SEWER	SAN/STM
FM	FORCE MAIN	FM
GAS	GAS LINE	GAS
FL	100YR. FLOOD LIMIT	FL
	GUARD RAIL	
C	UNDERGROUND CONDUIT	C
	OVERHEAD WIRES	
	PROPERTY LINE/BOUNDARY	
	FENCE	
	BUILDING	
	TOP OF SLOPE	
	TOE OF SLOPE	
	TREELINE	
	LIMITS OF DISTURBANCE	

NOTES

1. SEE C3 FOR NOTES AND DETAILS.

No.	YY/MM/DD	Revision Description	Appr'd
1	19/04/23	REVISED BUILDING FLOOR PLANS	
0	18/10/10	ISSUED FOR REVIEW	

REGISTERED PROFESSIONAL ENGINEER — PROVINCE OF NOVA SCOTIA — Original Signed — R. A. LANDRY — 6647

SDMM
Servant, Dunbrack, McKenzie & MacDonald Ltd.
NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS
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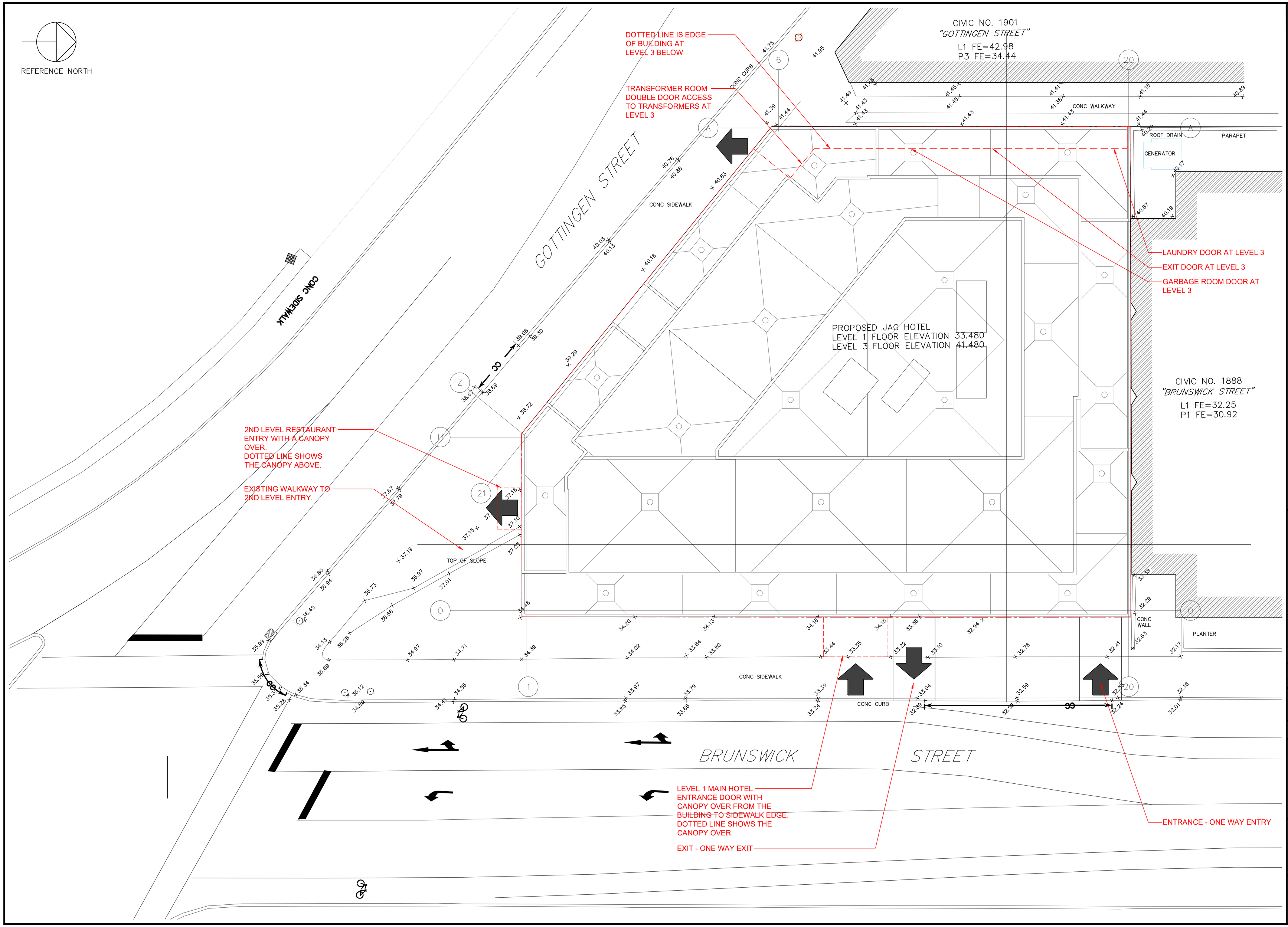
JAG HALIFAX HOTEL
1874 BRUNSWICK ST.
HALIFAX, NOVA SCOTIA

SITE GRADING PLAN

Date: OCTOBER 10, 2018	Drawn: S.S.	Project No.: FILE NO. 1-1-243 (33670)
Scale: 1:200	Engineer: R. LANDRY	Plan No.: 16-1792-1
Reference: --	Approved: R. LANDRY	Drawing Name: C2
Surveyed: SDMM	Sheet: 2 OF 4	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline: ARCHITECTURAL

Sub-Consultant : Structural

DBA CONSULTING ENGINEERS LTD.
Structural and Civil Engineers Tel 709.739.5500 Fax 709.739.5560

Sub-Consultant : Mechanical & Electrical

M&R ENGINEERING LIMITED
5531 Cornwallis St., Halifax, NS, B3K 1B3
Tel: (902) 422-7393, Fax: (902) 423-4945
Website: www.mreng.ca

Sub-Consultant : Civil

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36 OLAND CRESCENT, BAYERS LAKE BUSINESS PARK, HALIFAX, NS B3S 1C9
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Client:

Drawn	Checked
DCS	RF
Designed	**Approved**
RF	RF

Consultant's Project No.: 3980-13

Professional Stamp & Permit

Preliminary NOT FOR CONSTRUCTION

Notes:

1. DO NOT SCALE FROM THIS DRAWING
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN MILLIMETRES.
3. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS ON SITE PRIOR TO PROCEEDING WITH ANY PORTION OF THIS WORK.
4. CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH THE APPLICABLE STANDARDS AND CODES INCLUDING, BUT NOT LIMITED TO , THE NATIONAL BUILDING CODE OF CANADA, CURRENT EDITION.

No.	Revisions	MM/DD/YY
2	Reissued for 33% Review	06/13/19
1	Issued for 33% Review	05/29/19

Drawing Nomenclature

Detail/Section No. 3 / A-1 — Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

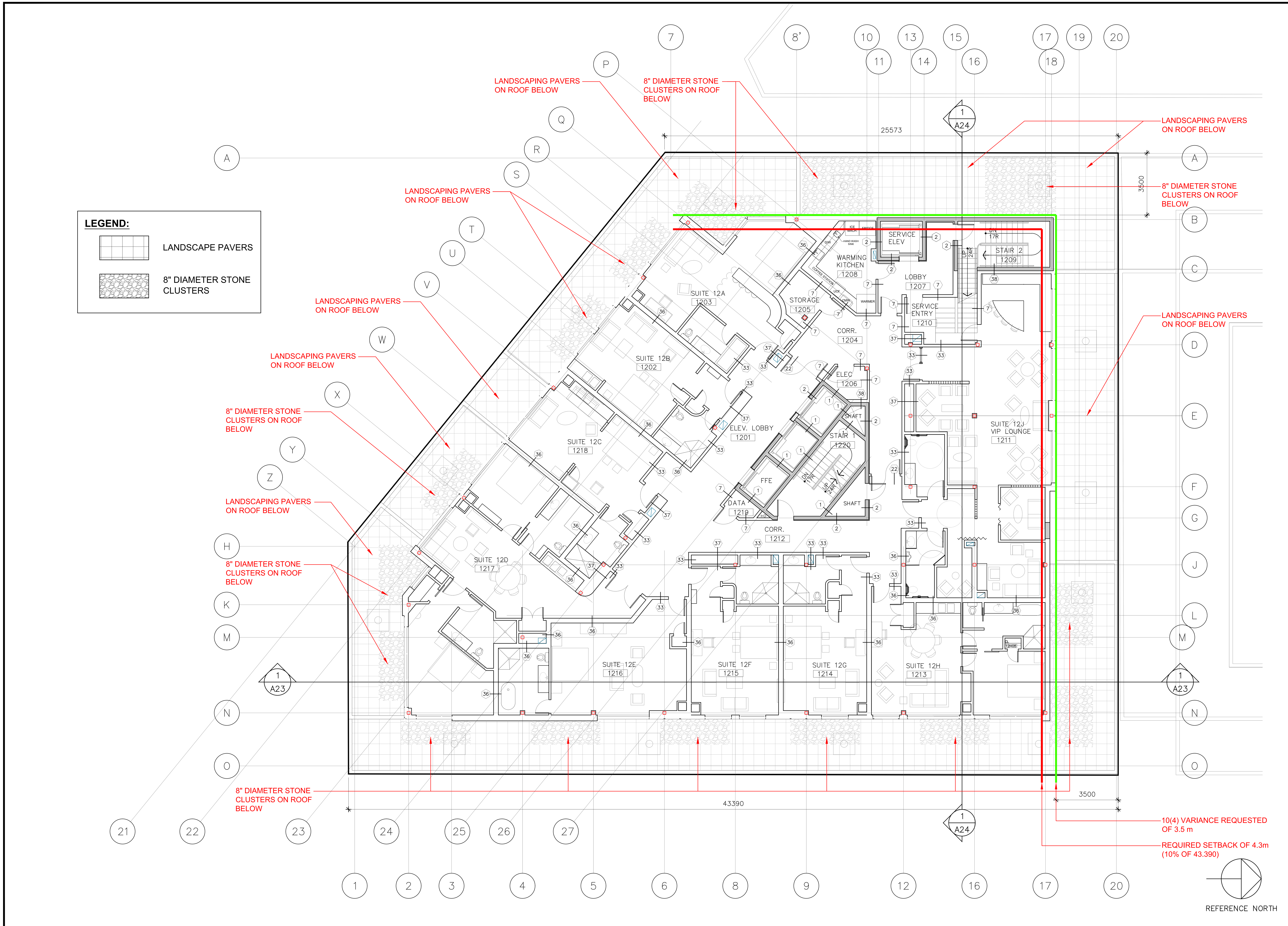
Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

Architectural Site Plan

SCALE	DRAWING NO.
1 : 125	**A01**
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline: ARCHITECTURAL

Sub-Consultant : Structural

DBA CONSULTING ENGINEERS LTD.
Structural and Civil Engineers

Sub-Consultant : Mechanical & Electrical

M&R ENGINEERING LIMITED
5531 Cornwallis St, Halifax, NS, B3K 1B3
Tel: (902) 422-7393, Fax: (902) 423-4945
Website: www.mreng.ca

Sub-Consultant : Civil

SDMM
Servant, Dunbrack, McKenzie & MacDonald Ltd.

Client:

Drawn	Checked
DCS	RF
Designed	Approved
RF	RF

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1	Issued for 33% Review	05/29/19

Drawing Nomenclature: Detail/Section No. 3 / A-1 — Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street
Halifax Nova Scotia

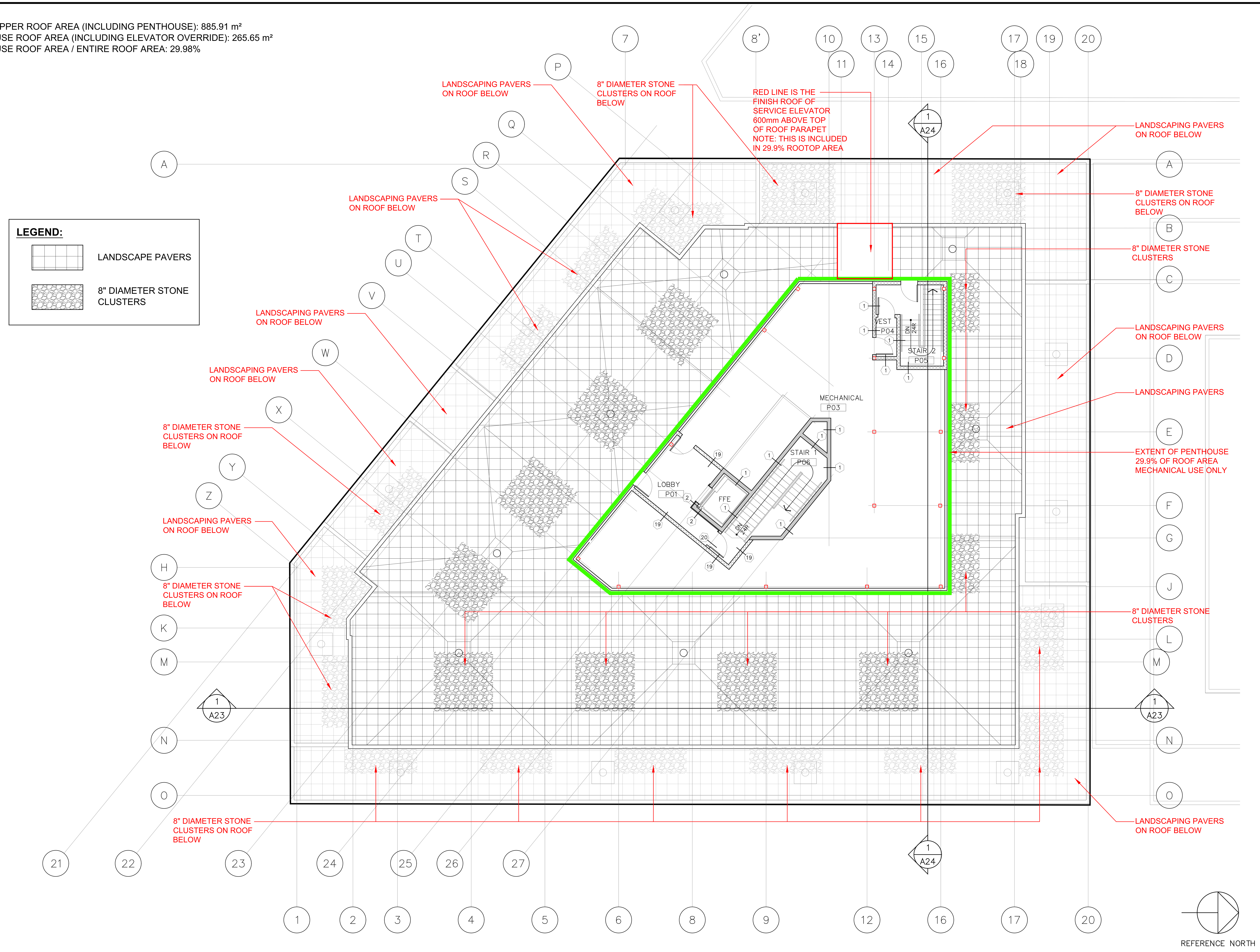
Client's Project No.:

DRAWING TITLE

Level 12 Floor Plan

SCALE 1 : 100
DATE April 2019
REVISION NO. 0
DRAWING NO. **A15**

ENTIRE UPPER ROOF AREA (INCLUDING PENTHOUSE): 885.91 m²
PENTHOUSE ROOF AREA (INCLUDING ELEVATOR OVERRIDE): 265.65 m²
PENTHOUSE ROOF AREA / ENTIRE ROOF AREA: 29.98%



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline: ARCHITECTURAL

Sub-Consultant : Structural
DBA CONSULTING ENGINEERS LTD.
Structural and Civil Engineers

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Sub-Consultant : Civil
SDMM

Client:

Drawn DCS	Checked RF
Designed RF	Approved RF

Consultant's Project No. 3980-13

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No.	Revisions	MM/DD/YY
2	Reissued for 33% Review	06/13/19
1	Issued for 33% Review	05/29/19

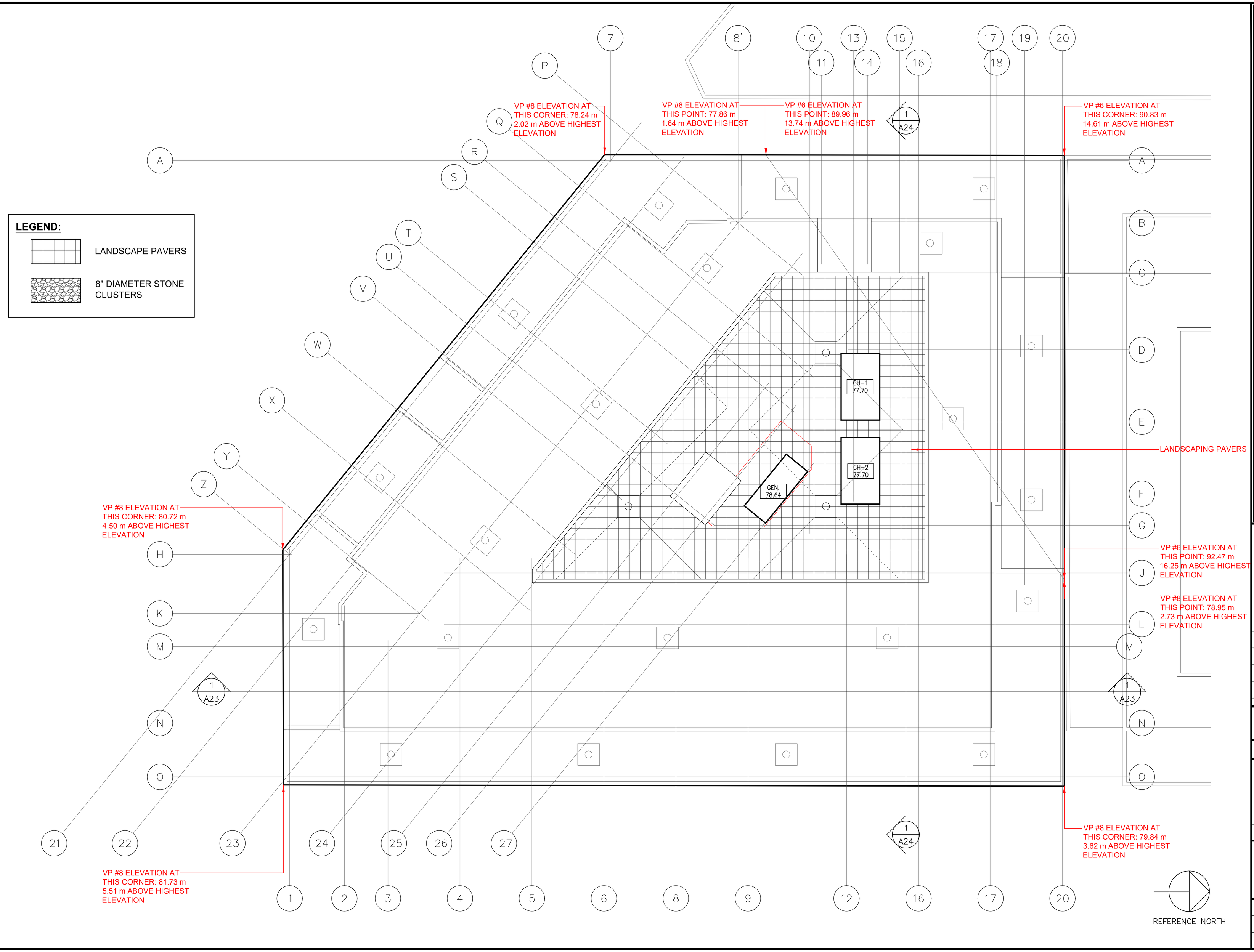
Drawing Nomenclature
Detail/Section No. 3 / A-1 Dwg. No. where detailed

Project Title
Jag Hotel Brunswick Street
Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE
Penthouse Floor Plan

SCALE 1 : 100
DATE April 2019
REVISION NO. 0
DRAWING NO. **A16**



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline: ARCHITECTURAL

Sub-Consultant : Structural

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NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS

Client:

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DCS	RF
Designed	**Approved**
RF	RF

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Drawing Nomenclature

Detail/Section No. 3 / A-1 — Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

Penthouse Roof Plan

SCALE	DRAWING NO.
1 : 100	**A17**
DATE: April 2019	
REVISION NO.: 0	

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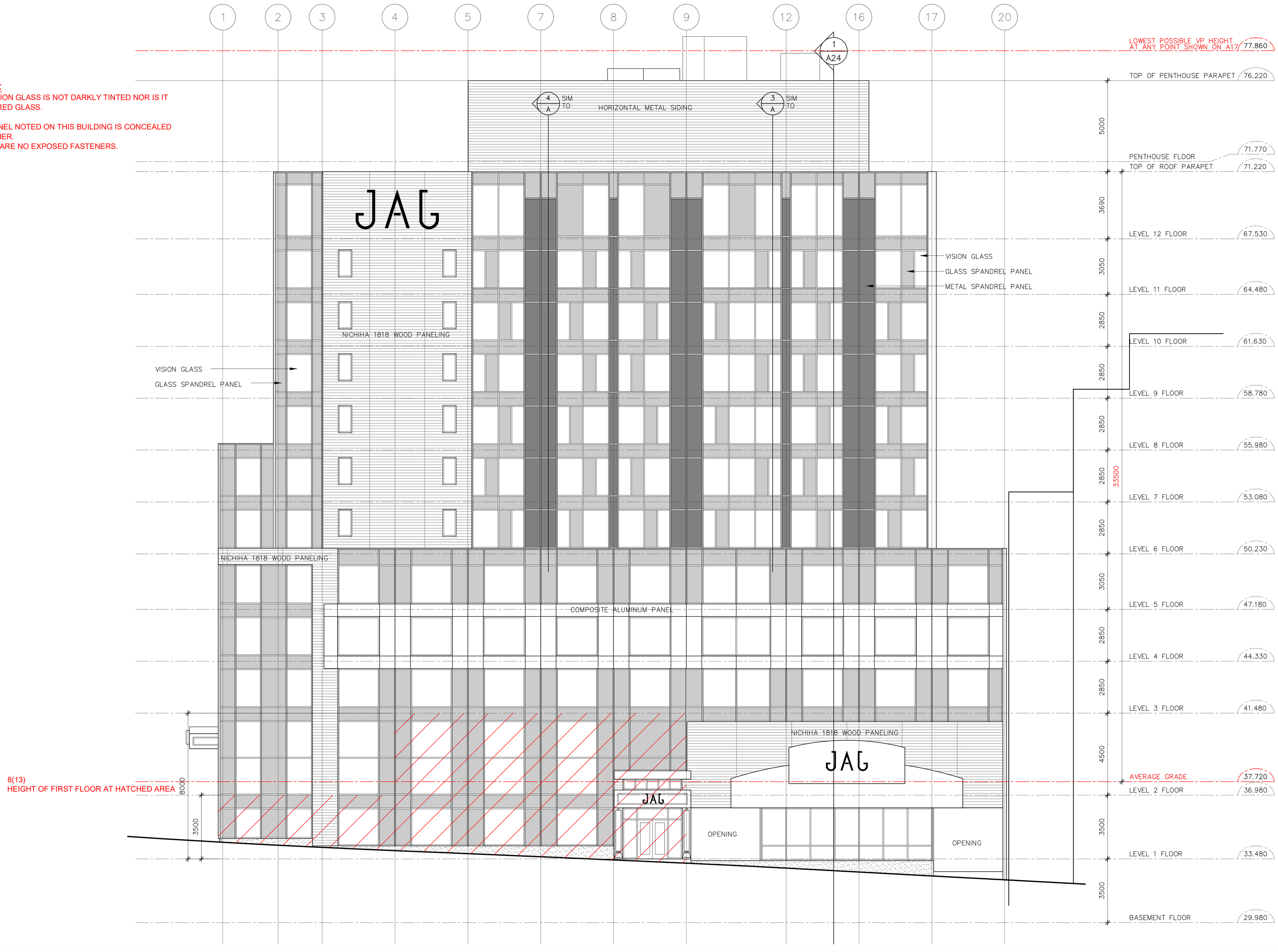

Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
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Client:

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Designed	Approved
RF	RF

Consultant's Project No.
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Drawing Nomenclature

Detail/Section No. 3 / A-1 Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

East Elevation Brunswick Street

SCALE	DRAWING NO.
1 : 100	**A18**
DATE: April 2019	
REVISION NO.: 0	

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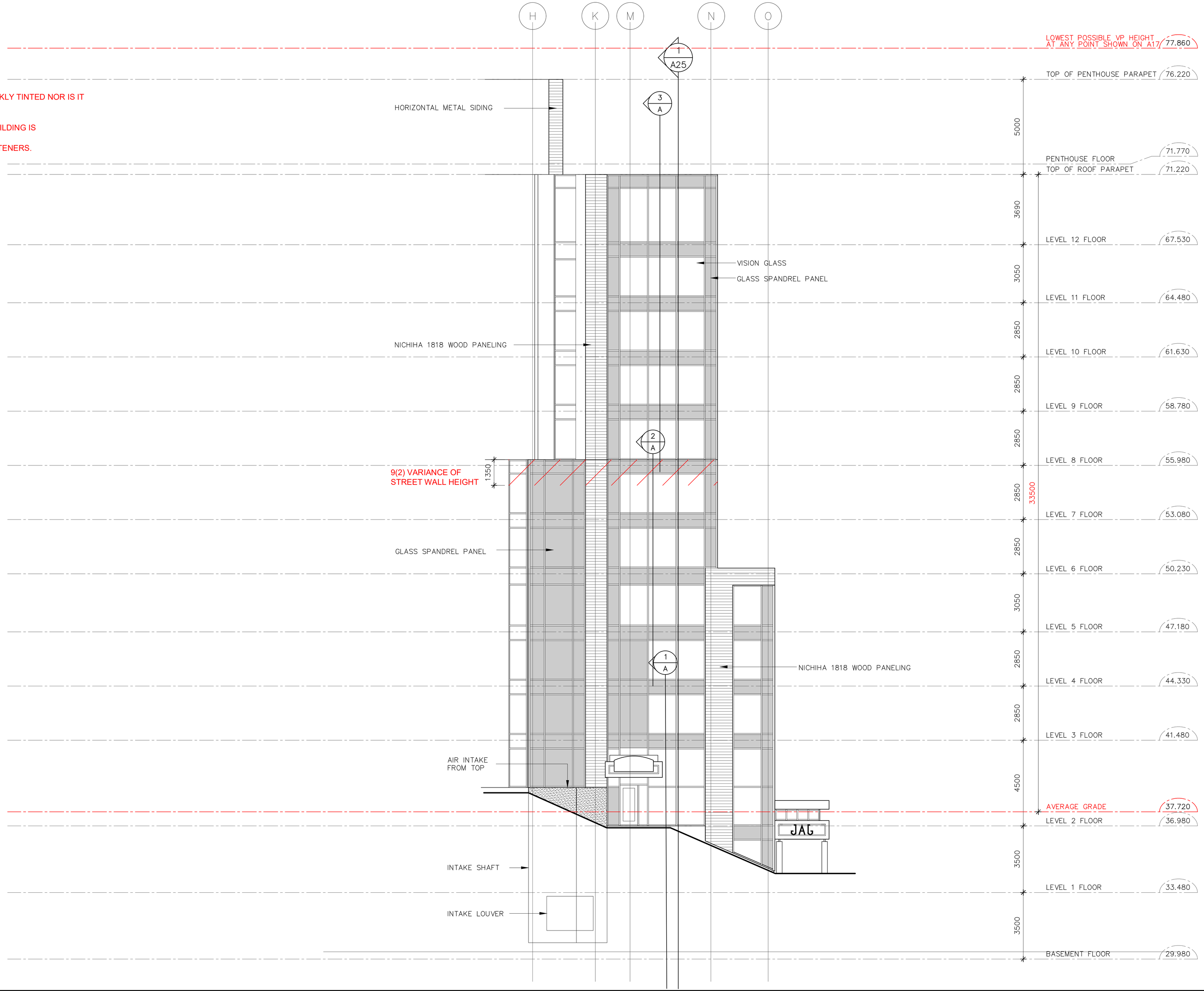

Architect: Prime Consultant

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Drawing Nomenclature

Detail/Section No. 3 / A-1 — Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

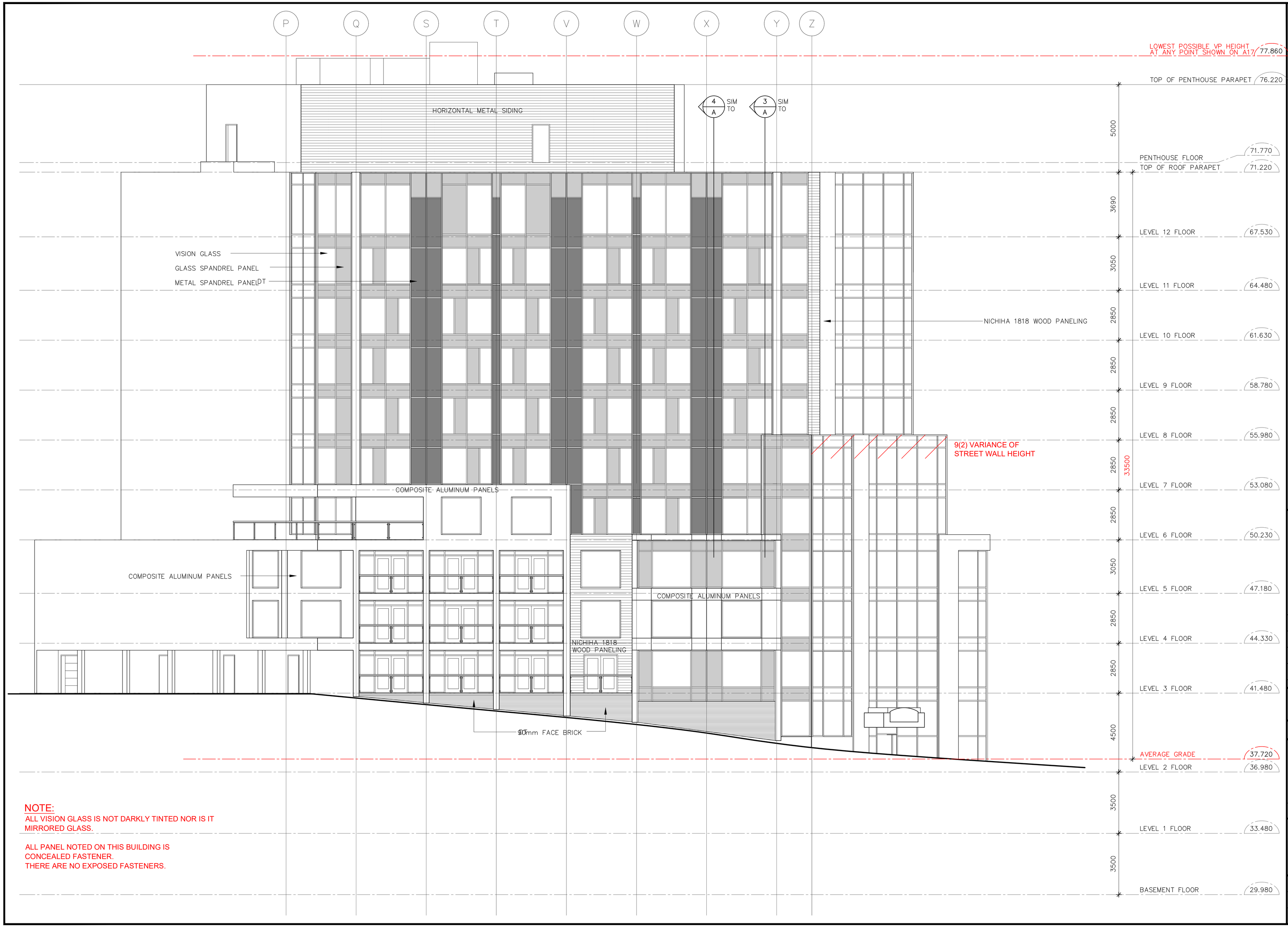
Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

South Elevation

SCALE	DRAWING NO.
1 : 100	**A19**
DATE: April 2019	
REVISION NO.: 0	



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Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
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DCS	RF
Designed	Approved
RF	RF

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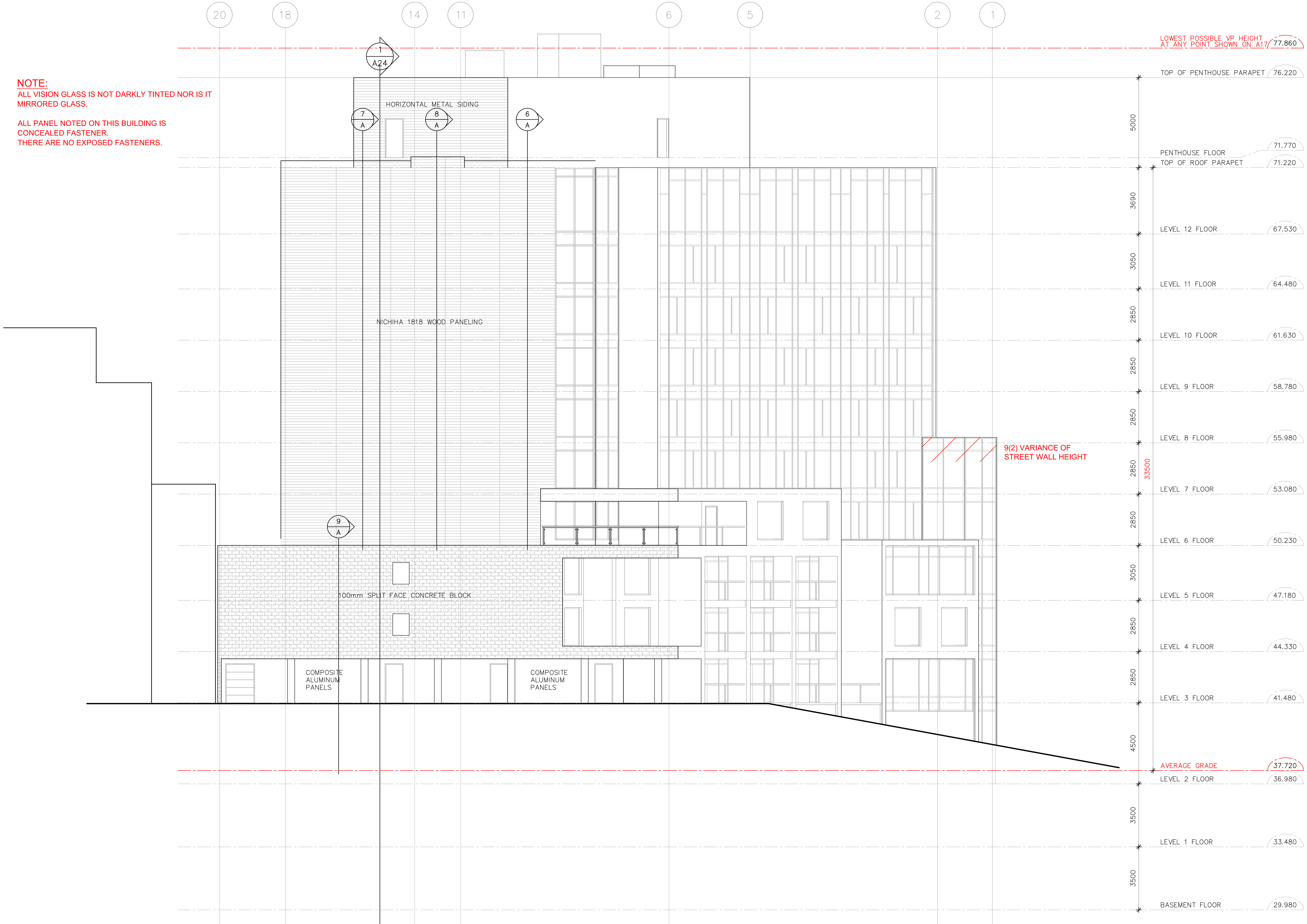
Drawing Nomenclature
Detail/Section No. 3 / A-1 Dwg. No. where detailed

Project Title
Jag Hotel Brunswick Street
Halifax
Nova Scotia

Client's Project No.:

DRAWING TITLE
Southwest Elevation Gottingen Street

SCALE	DRAWING NO.
1 : 100	A20
DATE: April 2019	
REVISION NO.: 0	



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Architect: Prime Consultant
FOUGERE MENCHENTON ARCHITECTURE

Discipline: ARCHITECTURAL

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DBA CONSULTING ENGINEERS LTD.
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Sub-Consultant : Civil
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Client:

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DCS	RF
Designed: RF	Approved: RF

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Drawing Nomenclature
Detail/Section No. 3 A-1 Dwg. No. where detailed

Project Title
Jag Hotel Brunswick Street
Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE
West Elevation

SCALE 1 : 100
DATE April 2019
REVISION NO. 0
DRAWING NO. **A21**

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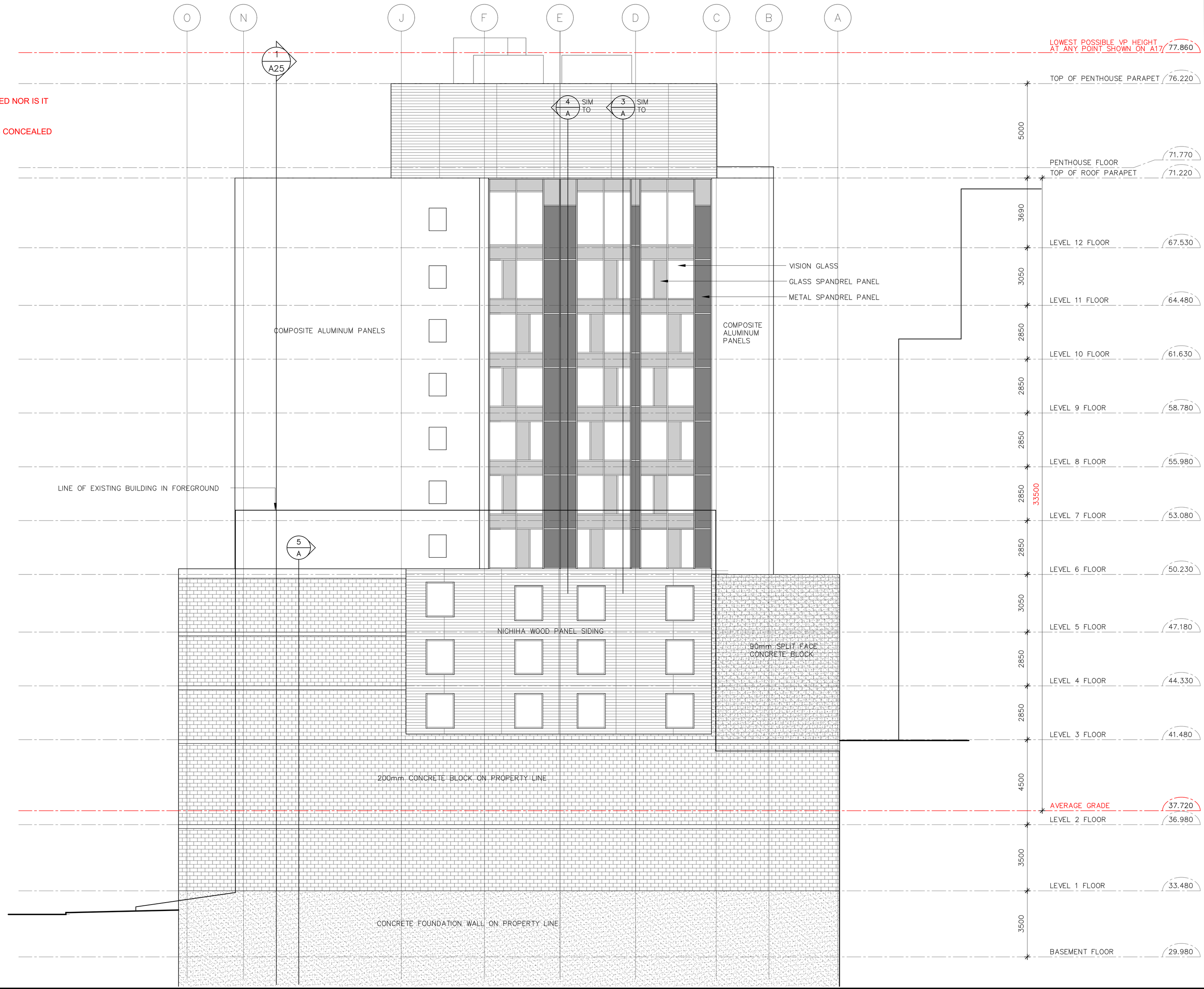

Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
ARCHITECTURAL

Sub-Consultant : Structural

DBA CONSULTING ENGINEERS LTD.
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Client:

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DCS	RF
Designed	**Approved**
RF	RF

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Drawing Nomenclature

Detail/Section No. → 3 / A-1 ← Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

Halifax
Nova Scotia

Client's Project No.:

DRAWING TITLE

North Elevation

SCALE	DRAWING NO.
1 : 100	**A22**
DATE: April 2019	
REVISION NO.: 0	

DESIGN RATIONALE

Submission Summary
- DH-1 Zone
- Precinct 8 – Cogswell
- Streetwall Setback: 0 - 1.5m
- Streetwall Height: 18.5m
- Pre-Bonus Height: 26.0m
- Post-Bonus Height: 34.0m

Existing
The existing site is under-utilized, featuring a sixty year old, five storey office building occupying less than 50% of the site. This building sits largely unoccupied, save for one floor being rented temporarily. The intention is to demolish this existing building, allowing the proposed development full flexibility in improving the Brunswick and Gottingen street-scape while providing the neighborhood with a fresh, modern building on a prominent urban corner.

Proposed
The proposed development is for a twelve-storey, 4-1/2 star hotel with 171 rooms, a high-end bar on the ground floor accessible off of Brunswick Street, and a full-service restaurant on the second floor, accessible off of Gottingen Street. The second floor also features meeting and banquet spaces with 180 person capacity, while the sixth floor features meeting space with 80 person capacity. Finally, the twelfth floor features food and beverage facilities with VIP space for the luxury suites which share this floor.

Building Design
The building form highlights three distinct elements. The ground floor is largely curtain wall, allowing the animation of the interior spaces (lobby, bar, restaurant and meeting/banquet spaces) to bleed visually into the sidewalk. Entrance to the valet parking structure is also on the ground floor, located as far north of the intersection as possible. Above these elements are three storeys of hotel rooms, defined by alternating horizontal strips of curtain wall and ventilated ceramic tile. These five storeys define our streetwall, with no proposed setbacks. Finally, the top seven storeys step back as required by the LUB. These storeys feature glazing in an alternating pattern of large and small windows, animating the exterior and providing significant views for hotel guests while reducing the perceived mass of the structure.

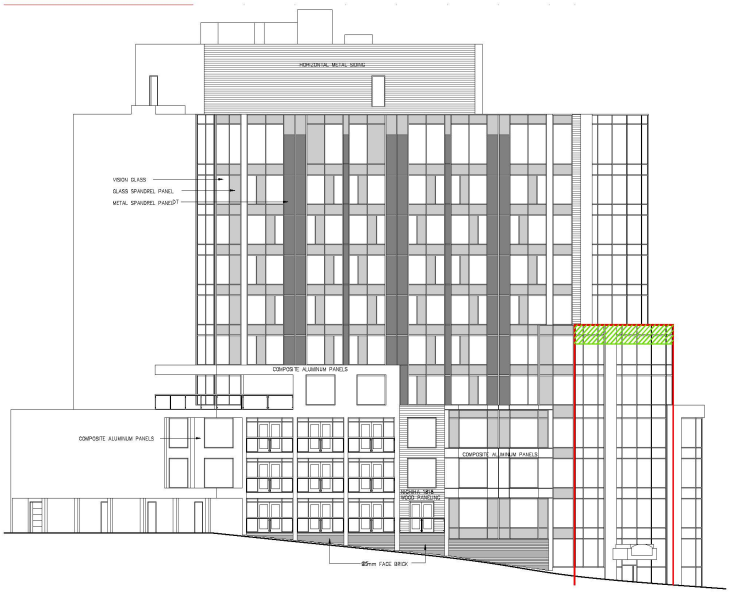
Variance Requests

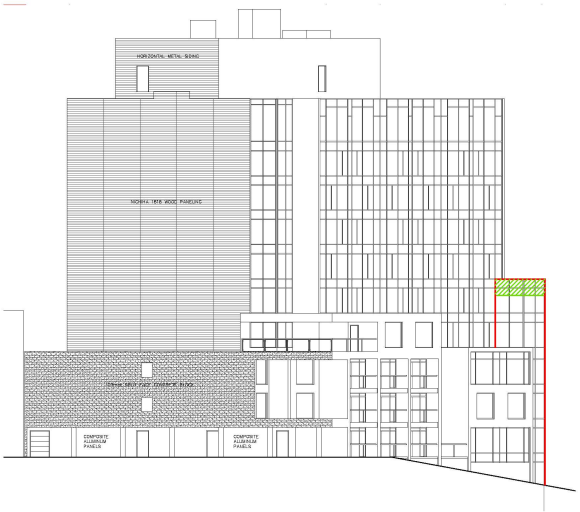
Streetwall Height

There is one area, on the corner of Brunswick Street and Gottingen Street, where our Streetwall height exceeds the allowed 18.5m. We will require a variance for this, as per section 9(8) o f the LUB.

We feel the relaxation of this requirement is consistent with the Design Manual, as per section 3.4.2 which refers to the design of corner sites, and the provision of a change in the building massing at the corner of the Streetwall.

Adjacent and below are illustrations showing this Streetwall Height Variance. The red line shows the only form which we request the Streetwall Height variance, and the green hatch shows the 1.35m high portion of the wall exceeding the 18.5m Streetwall height.





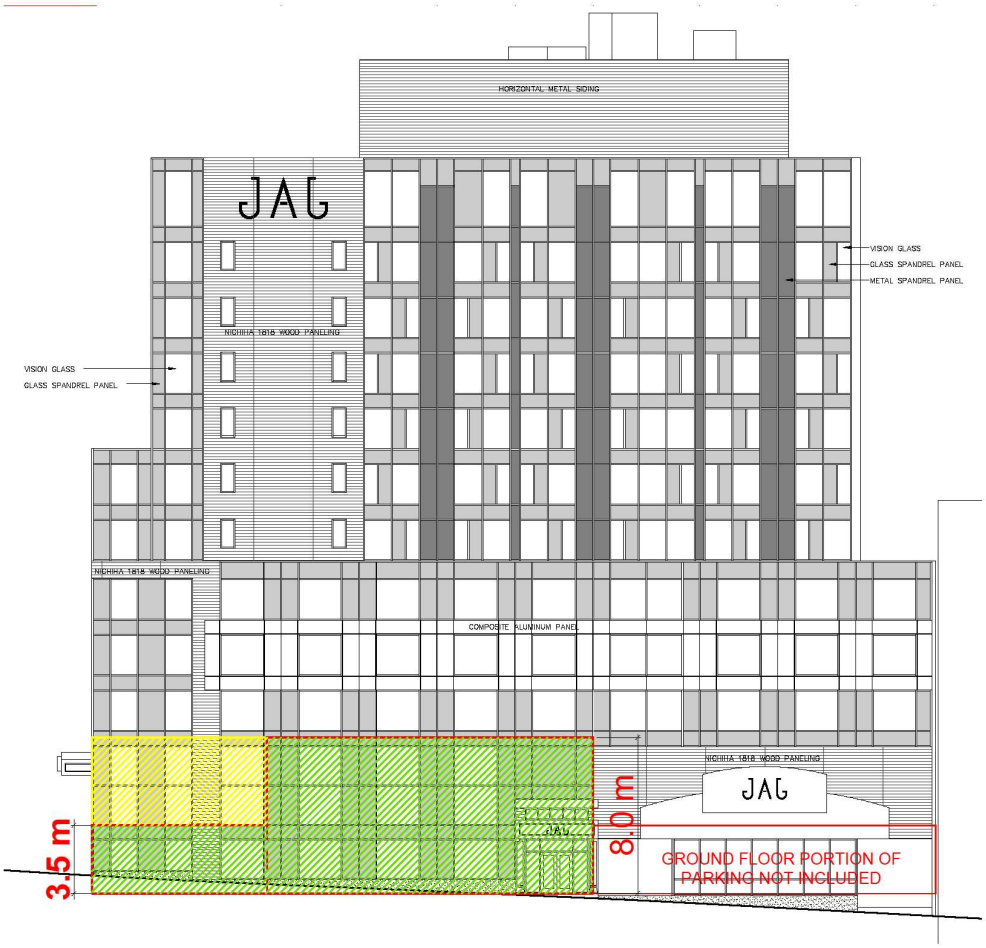
Floor to Floor Ceiling Height at Grade

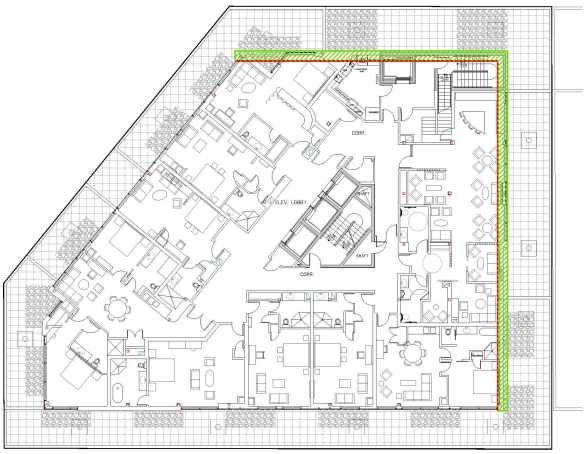
According to section 8(13) of the LUB, “the ground floor of a building, excluding a parking garage, that has access at the streetline or Transportation Reserve shall have a floor-to-floor height of no less than 4.5 metres.” A small portion of our proposed ground floor has a height of 3.5 metres, and we will therefore require a variance for this requirement.

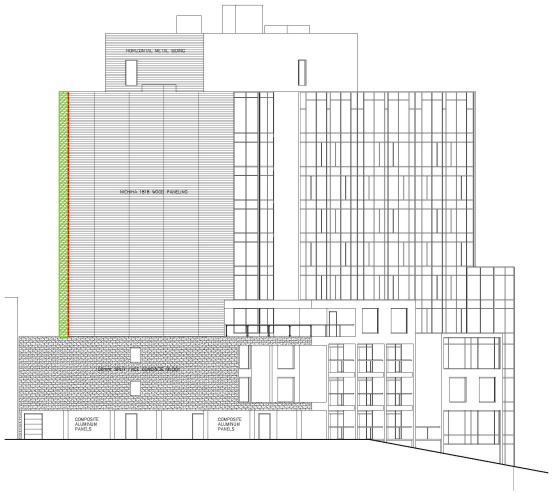
Our main floor lobby does feature a double height space connecting the ground floor and second floor, for a total height of 8 metres. This double height lobby occupies approximately 60% of our streetline lot frontage on Brunswick Street. The portion of our streetline that only has a 3.5 metre clearance is for the bar and restaurant areas, which are an interconnected floor space that share an internal function. The glazing for these two spaces are floor to ceiling and activity in both spaces will be seen from the street, as the grade increases up Brunswick Street to meet Gottingen.

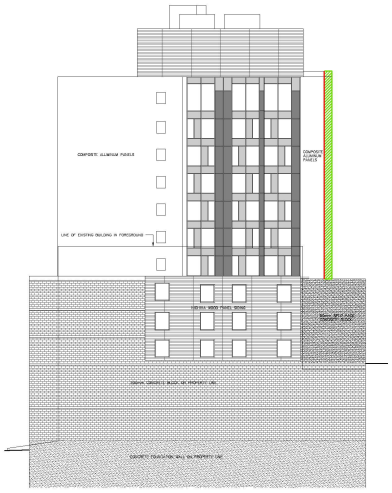
We feel this activation of the interior meets the spirit of the Design Manual, as per section 3.2.1 (f), as the first and second floor both have ‘eyes on the street’ and provide a sense of animation and engagement.

Below is an illustration showing the components of our streetline lot frontage. Our first floor area is shown in green, indicating the double height lobby of 8 meters, as well as the bar frontage of 3.5 meters. Shown in yellow is the previously mentioned interconnected space of the restaurant above.









Mid-rise building step-back

As a result of a complicated and restrictive site, our building's central circulation core has been confined to the proposed design, with very little room for variation. We tested a myriad of possible arrangements, however hotel rooms by their very nature have specific length requirements that, when combined with the restrictions of the site, can only be met by decreasing the interior lot line setback from 4.3m to 3.5m. The reduction in this setback is required to make this project viable from the owner's perspective. As per the Design Manual, 3.6.2 (b), the reduction in the setback will not have a negative impact for abutting uses.

Adjacent are illustrations showing this requested variance for our Mid-rise Building Step-Back.
Shown in red is the required set back of 4.3m. Shown in green is the step-back of 3.5m and the area which falls outside the required step-back of 4.3m

Setback for service elevator rooftop enclosure

We have established, through a survey performed by Ray Landry at Servant Dunbrack McKenzie & MacDonald Ltd, that the Average Grade of our building is 37.72m. Our average grade is 37.72m. Our post-bonus height of 34m allows us to reach a height of 71.72m. From the average grade to the top of our parapet, our building measures at exactly 33.5m.

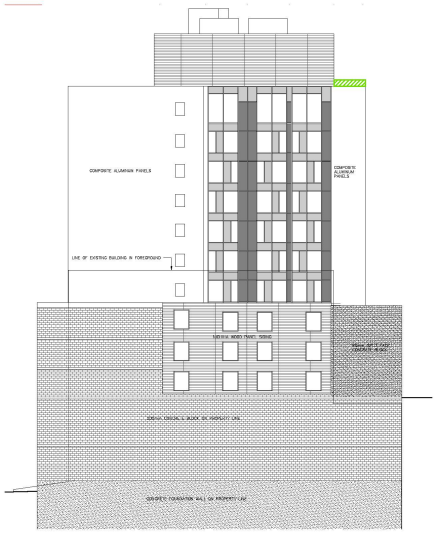
There is a portion of our service elevator override which measures approximately, in plan, 2.5m by 2.5m, which exceeds this height by .5m, and is therefore classified as ‘high-rise’.

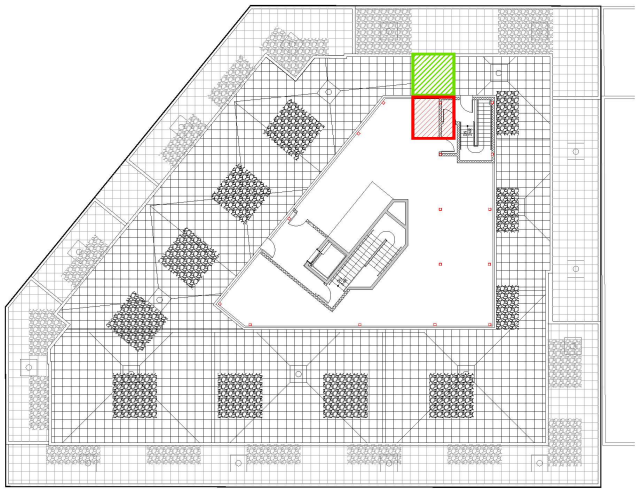
While this still falls within our allowed post-bonus height of 34m, the high-rise required setback is 11.5m from the interior lot lines. We will require a variance of this setback requirement in order to account for this .5m override.

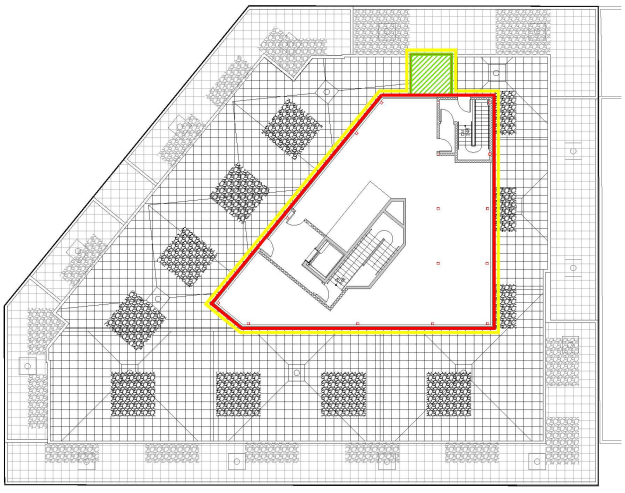
Adjacent are illustrations showing this requested variance. In the first illustration, shown in green, is the .5m service elevator override in elevation view.

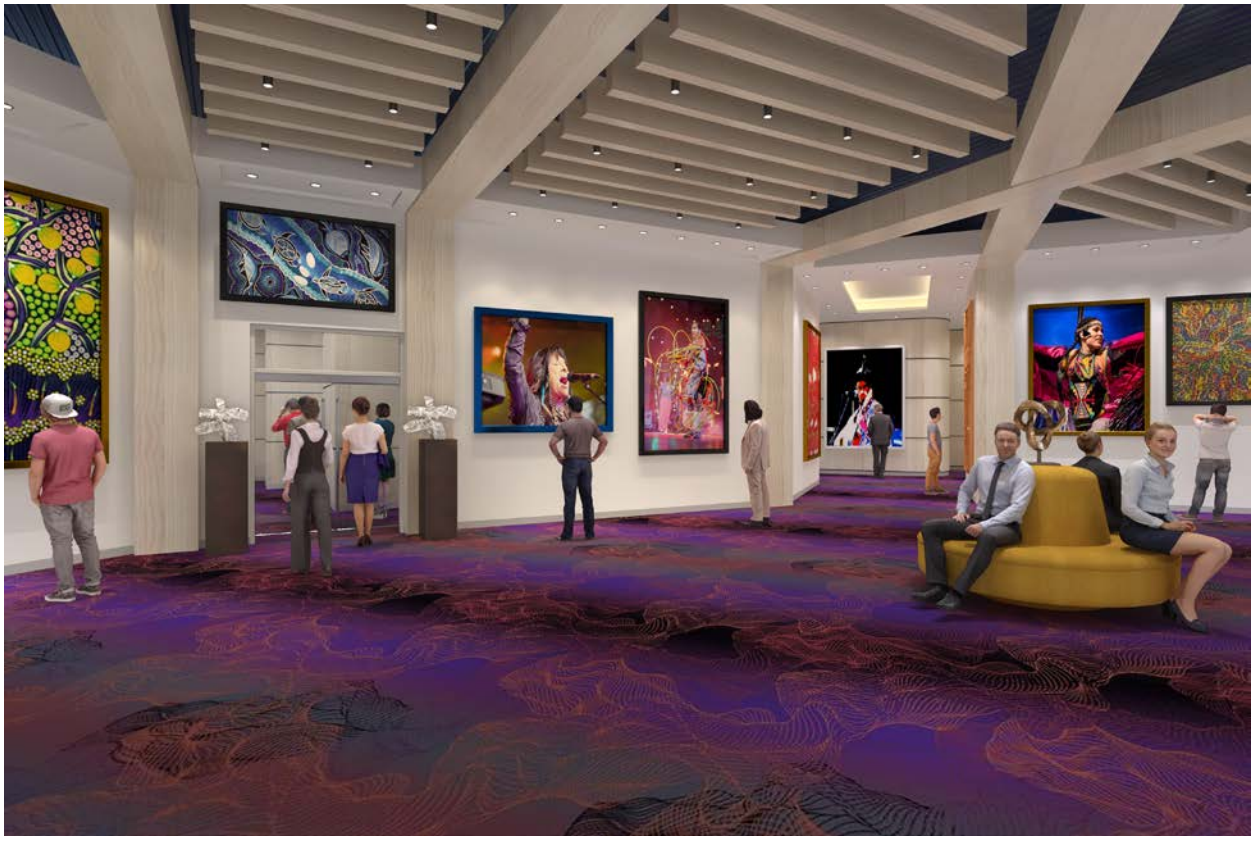
In the second illustration, shown again in green is the service elevator override in plan view. Shown in red is the location which it would be required by regulation.

In the third illustration the area of the penthouse is shown in red, the area of the elevator override shown in green, and the combined area, totaling 29.9% of the upper roof area, is shown in yellow.









PUBLIC BENEFITS CONTRIBUTION OVERVIEW

The proposed development exceeds the pre-bonus height of 26 meters. The developer is requesting a post-bonus height of 34 meters and a total square meter increase of 2385 m2. This equates to a public benefit with a minimum value of $112,095.00 using $47.00 a square meter.

The developer believes that the best way in providing this value to the public is through the recognition of the Aboriginal Arts. The developer has included in the design a dedicated Public Aboriginal Visual and Performing Arts Gallery. This gallery will be open to the public during business hours and The Gallery will feature pieces selected and acquired by the developer that showcase local and national Aboriginal Artists. The gallery will be a space that embodies the spirit of the Visual and the Performing Arts talent in Canada.

This Gallery will be managed by an on-site coordinator/ Manager, a person who will also work to involve the community with public engagements at the gallery and Hotel. Such as a quarterly, 1 week revolving art exhibition where the Hotel will offer at no cost the use of a meeting salon so that selected pieces from new and up and coming aboriginal artists can be displayed and showcase their talents with the community. The cost of the Art acquisitions, the construction, on-going use, a dedicated coordinator/Manager and public engagement events within the provided Salon will certainly bring added benefits to the Aboriginal Arts community and the value of this will exceed the minimum public benefit of $112,095.00.

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Section	**Guideline**	**Complies**	**Discussion**
2	**DOWNTOWN PRECINCT GUIDELINES** *(refer to Map 2 for Precinct Boundaries)*		
2.8	**Precinct 8: Cogswell Area**		
2.8a	Remove the interchange infrastructure and re-establish streets, blocks, and open spaces that are an extension and reinforcement of the historic downtown grid and that provide connectivity between the north end and downtown.	N/A	
2.8b	Encourage the historic downtown grid to be reinstated as redevelopment occurs.	N/A	
2.8c	Allow high-rise, mixed-use development comprised of relatively large podiums with point towers so as to maintain views of the water.	N/A	
2.8d	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Yes	The proposed building provides weather protected sidewalks through use of canopies at the two pedestrian level entry points.
2.8e	Define the area with modern landmark buildings.	Yes	The proposed building, occupying a visually prominent corner site, will be a landmark building.
2.8f	Redevelop larger existing sites such as Scotia Square and Purdy's Wharf with street-oriented infill.	N/A	
2.8g	Provide for public access and open space on the waterfront lands which shall include continuous public access at the water's edge and green space at the terminus of each east-west street extension (i.e. Cogswell).	N/A	
2.8h	Require that development step down to the water's edge and to the existing low-rise neighbourhoods to the north.	N/A	
2.8i	Enhance important vistas and focal points such as the view of the water.	Yes	The proposed building has views of Citadel Hill and the Clock Tower that will be the focus from the second level interior space at Gottingen Street façade.
2.8j	Ensure that there are pedestrian-oriented street level uses, particularly at water's edge and fronting open spaces.	N/A	

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Section	**Guideline**	**Complies**	**Discussion**
2.8k	Encourage intensification of underdeveloped existing sites such as the Trademart building and the police station.	N/A	
2.8l	Consider this precinct as being an important location for new transit and parking facilities.	Yes	The proposal will utilize nearby existing parking space. A new bike lane proposed for Brunswick Street will run directly along the same side of the street as the proposed building.
2.8m	Permit surface parking lots only when they are an accessory use and are in compliance with the Land Use By-Law and design guidelines.	N/A	
2.8n	Architectural and open space design shall respond to the significant grade changes in this area. Refer to Section 3.2.5 of the Design Manual for further guidance.	Yes	The proposed building's design response to the significant grade changes is a corresponding change in the streetwall height at the Gottingen Street façade.
3.1	**THE STREETWALL**		
3.1.1	**Pedestrian-Oriented Commercial** *(refer to Map 3 of the LUB)* All retail frontages should be encouraged to reinforce the 'main street' qualities associated with the historic downtown, including:		
3.1.1a	The articulation of narrow shop fronts characterized by close placement to the sidewalk.	N/A	
3.1.1b	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).		Proposed non-reflective and non-tinted glazing on both the Brunswick and Gottingen Street facades at the first floor elevation totals 78%.
3.1.1c	Frequent entries.	Yes	The Brunswick Street facade features one pedestrian entry point and the Gottingen Street façade has one pedestrian entry point.
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	Pedestrian entrances at Brunswick and Gottingen Streets propose canopies.
3.1.1e	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian	No	There is not adequate width within the property boundaries

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	passage is maintained.		for patio or other spill out activity at the Brunswick Street façade. The lands near the corner of the intersection abutting the proposed building are HRM r.o.w. and are required for future traffic infrastructure.
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.	Yes	Future conversion to retail or commercial uses is possible at both Brunswick Street and Gottingen Street façades at grade level.
3.1.2	**Streetwall Setback** *(refer to Map 6)*		
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	The setback is reasonably consistent with the setbacks of other buildings on Brunswick Street and with the building of the abutting lands on Gottingen Street.
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	

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Section	**Guideline**	**Complies**	**Discussion**
3.1.3	**Streetwall Height** *(refer to Map 7)*To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets: generally 15.5m, 17m or 18.5m. Consistent with the principle of creating strong edges to major public open spaces, a streetwall height of 21.5m is permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.	Yes	Map 7 of the Downtown Halifax LUB shows a maximum streetwall height of 18.5 metres for the subject lands. The proposal meets this height at Brunswick Street but exceeds it at a portion of Gottingen Street façade. A variance is requested.
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 streetwall presents vertical surface articulation with brick verticals and an emphasis on vertically oriented glazing units consistent with existing buildings on the local streetscape.
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets.	Yes	The streetwall of both street facades occupies 100% of the property's frontage with the minor exception of the first floor level valet parking entry points at Brunswick Street. A relaxation to 80% is permitted outside of Central Blocks.
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.	No	The streetwall height at Gottingen Street, just past the corner tower element, exceeds the permitted streetwall height. The mid-rise portion of the proposed building meets the required stepbacks at Brunswick and Gottingen Streets but does not meet the required setback from the interior lot lines. A variance is requested.
3.2.1d	In areas of contiguous heritage resources, streetwall	N/A	

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	height should be consistent with heritage buildings.		
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	Yes	The streetwall will feature high quality materials such as ceramic cladding and/or high-density composite panel system with wood veneer and glazed curtain wall.
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes	The proposed streetwall at Brunswick Street shows an entrance and glazed curtain wall system that wraps around the building corner to Gottingen Street and meets the 2nd level entrance door on that façade. Levels 3,4 and 5 of the streetwall are also predominantly glazed curtain walls and continues from the Brunswick Street façade around to the Gottingen Street façade; broken by three thin wood paneled verticals. As the grade changes and the streetwall steps up the Gottingen Street slope there are pronounced surface articulations that includes enclosures, varied scale of window openings; and additive and subtractive forms overlooking Gottingen Street on that part of the streetwall.
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	There are no blank walls at grade level of either Brunswick or Gottingen Street façade. The street level wall between the valet parking entry points is glass with a view to a lighted interior garden behind it.
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	The building facades at Brunswick and Gottingen Street are oriented to the street and the primary entry points directly access the sidewalk by means of canopies.

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3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	N/A	
3.2.2c	Side yard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.	Yes	There are no sideyard setbacks.
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	Not located in mandatory retail frontage area but in case of potential future conversion to retail (see 3.1.1f) there is a minimum of 78% glazing.
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	If converted to future retail use weather protection for pedestrians would be provided by canopies at the entry points.
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.	Yes	The grade level condition of the Brunswick Street façade (negative gradient to the north) will easily accommodate conversion to retail. The second level access from Gottingen Street, with a steep gradient to the northwest, will also be able to accommodate conversion to retail (see 3.1.1f).
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes	If converted to retail use in the future access would be from the sidewalk immediately adjacent to the entries.
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes	For future conversion to retail use there are no deep columns or large overhanging projections that would hide retail display or signage.
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances.	Yes	Proposed entrances to building are all at grade and there are no

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	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.		raised or sunken entrances needed and this condition would not be altered if converted to retail.
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	
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	Access to the second floor level from steeply sloped Gottingen Street, by walkway extending from HRM's sidewalk, is at grade level of the walkway.
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	Yes	There is a high degree of architectural expression along the building's facades that will establish satisfactory visual relationships with pedestrians and prevailing patterns on facades of surrounding buildings.
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	Yes	There are no blank walls on the building's facades and the proposal uses surface articulation and architectural elements to relate to human scale.
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	Yes	Internal floor lines are suitably expressed on the façade: their presence as a scale element will establish a relationship with pedestrians.
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.	N/A	
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	Pedestrian entrance provided at Gottingen Street sloping condition to second floor level will be entered at walkway grade without steps or ramps.
3.2.5g	Flexibility in streetwall heights is required in order to transition from facades at lower elevations to facades	Yes	Streetwall height is broken at Gottingen Street façade. A

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	at higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or broken cornice lines at the top of streetwalls on sloping streets.		variance is requested. There is a vertical corner architectural element where the streetwall wraps around from Brunswick Street to steeply sloping Gottingen Street. The streetwall here transitions down from the corner element to meet the streetwall height of Gottingen Street.
3.2.7	**Other Uses**		
3.2.7a	Non-commercial uses at-grade should animate the street with frequent entries and windows.	N/A	
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	The base of the building coincides with the streetwall and displays a high degree of transparency, with both glazed curtain walls and individual windows, surface articulation and interesting materials. There is a strong horizontal projection across the curtain wall, that presents an applied band of single windows on its surface and extends to the transitional corner architectural element. The Gottingen Street base, again also the streetwall, displays surface articulation using an arrangement of varied shape and scale of windows; and voids and solids. The middle of the building has a glazed corner edged by wood panelled verticals on the Brunswick Street and Gottingen Street facades. The opposite edges of these wood panelled walls meets an arrangement of vertical solids and windows. The façade facing The Pearl continues the vertical solids but

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			the glass is replaced by solid panels. The top of the building is terminated by an entire edge of glass, with the exception of two wood paneled verticals at Brunswick and Gottingen Street facades that edge the vertical glass corner, extending from solid vertical panels continuing from the middle of the building.
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 proposed building contributes to a diverse mix of quality architecture in the downtown and is respectful in character and appearance to the downtown context and its traditional architecture.
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	The proposed building articulates the massing by means of changes in materials, horizontal projections on the streetwall façade on Brunswick Street surmounted by a vertical wood panelled wall and articulated surface of solids and windows: all extending from the glass corner tower and repeated on the Gottingen Street facade. Where the streetwall height changes at corner tower the Gottingen facade displays a pattern of solid and voids arranged in two groups.
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	The street facing facades of the proposed building display horizontal and vertical surface articulation, ample glazing, and interesting materials to provide a high quality design that is carried around to the facade facing the abutting buildings on Gottingen and on Brunswick Streets.
3.3.2	**Materials**		

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Section	**Guideline**	**Complies**	**Discussion**
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	Proposed materials (listed below) are chosen for aesthetic and functional qualities. A high quality of workmanship is to be expected in applying these materials.
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes	Material palette is limited to glass curtain wall, ceramic coated panels and wood appearing steel or concrete panels.
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	Materials used on the “front” façade are carried to other facades exposed to public view.
3.3.2d	Changes in material should generally not occur at building corners.	Yes	Materials do not change at the proposed building corners
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes	Materials for this proposed building include glass, ceramic coated panels, wood appearing steel or concrete panels.
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes	In general the proposed materials will not emulate other materials. However the steel or concrete panels will be finished to have a wood appearance.
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes	No such materials will be used on this proposed building
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	None of these listed materials will be used on this proposed building.
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes	Clear glass is used as a material in curtain walls and individual windows.
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.	N/A	
3.3.3	**Entrances**		

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Section	**Guideline**	**Complies**	**Discussion**
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	Yes	The proposed entrances at Brunswick Street and Gottingen Street facades are set within the glazed curtain wall as opposed to a solid, i.e. non-transparent, wall.
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes	The main entrance at Brunswick Street façade is recessed from the elements as well as having a canopy as does the second entrance on that level. The second level entrance at Gottingen Street is covered by a canopy and is not recessed.
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	Yes	No exceptions to setback or stepback have been requested in regards to entrances.
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	The simple outline of the architecture of this proposed building against the skyline is a common characteristic of contemporary buildings. Night lighting of the small windows at the terminating continuous datum is proposed and will be carefully considered due to light pollution and the nature of the building's hotel use where excessive lighting is an issue.
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	This contemporary style proposed building does not have a roof or articulated building "top" but the terminating continuous edge of small windows above vertical solids extended from the middle of the building will express the building top. Rooflines in the local context are not of dynamic interest or prominent features. The proposed top of the building will establish a satisfactory visual relationship between these roof forms and its own.

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3.3.4c	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living green roofs is strongly encouraged.	Yes	All flat rooftops will be landscaped with hard materials.
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	All rooftop mechanical equipment will be incorporated into a mechanical penthouse with the exception of three HVACs requiring external ventilation that will sit on top of the mechanical penthouse.
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.	N/A	
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.	Yes	The street side treatment of the parapet will be carried over to the back-side of the parapets where visible.
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,	Yes	The proposed building is within a Prominent Civic/Cultural Frontage as shown on Map 1 as it has a visual link to the Town Clock and is a north-south connection to Citadel Hill.

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	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.		
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	The building massing at the corner changes in relation to the streetwall beginning at the Brunswick and Gottingen Streets facades near the corner where there are glazed corners treatments from street level to top of the streetwall that continues the vertical rhythms set up elsewhere on the building. These corners are edged by wood paneled verticals; the Brunswick Street corner shows the wood paneled verticals join to form a cap across that corner. The vertical rhythms established by the streetwalls continues on to the corner of the middle portion and to the top of the building. The volume and massing of these vertical glass corners, edged by vertical wood paneled shear walls, are strong architectural elements that give significance to the corner feature.
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes	The corner at Brunswick and Gottingen Streets provides distinctive architectural treatment in the form of a three level glass and wood panel contemporary tower.
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.	Yes	The building exhibits a frontal design to both street frontages.
3.4.2d	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.	N/A	
3.5	**PARKING, SERVICES AND UTILITIES**		

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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	Valet parking utilizes a portion of street level façade for guest drop-off and bicycle parking. Guest parking will be provided entirely by existing parking spaces in nearby buildings.
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.	Yes	The valet parking entries have been minimized in length at the Brunswick Street façade. The valet parking area will be finished with quality materials and lighting.
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	Loading, storage, delivery and trash pick-up will all be managed form Brunswick Street and share valet parking area and entries.
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	Service access will be shared with the valet parking area on Brunswick Street. The area will be finished in high quality materials and lighting.
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	All mechanical equipment and meters will be housed in the penthouse structure or within internal utility rooms.
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	Yes	Careful consideration has been given to venting, utility hook-ups and metres and they are primarily hidden from public view.
3.5.4	**Lighting**		
3.5.4a	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	Yes	The top of the building at the continuous datum of small windows will provide lighting responsive to needs of hotel users. The interior garden between the valet parking area entries will be landscaped and lighted as it is visible from the sidewalk.

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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	A variety of lighting types will be considered at the three canopies, signage, the recessed entry to the hotel, the valet parking area and the tower element at the corner.
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	Yes	The corner tower and the top edge of the building will be lighted.
3.5.4d	Encourage subtle night-lighting of retail display windows.	N/A	
3.5.4e	Ensure there is no light trespass onto adjacent residential areas by the use of shielded full cutoff fixtures.	Yes	All fixtures will be shielded, full cut-off fixtures.
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes	No glare will be created for pedestrians, cyclists or motorists as shielded full cut-off fixtures will be used.
3.5.5	**Signs**		
3.5.5a	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.	Yes	Proposed signs are located on the Brunswick Street façade near the valet parking area and the main entry canopy. The Gottingen Street canopy displays a name sign as well.
3.5.5b	Signs should not obscure windows, cornices or other architectural elements.	Yes	None of the proposed signs obscure windows, cornices or architectural elements.
3.5.5c	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.	Yes	The hotel name will be near grade level for viewing by pedestrians.
3.5.5d	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.	N/A	
3.5.5e	Signs on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within architectural orders.	N/A	
3.5.5f	Street addressing shall be clearly visible for every building.	Yes	Civic addressing requirements will be met.

Attachment C – Design Manual Checklist: Case 22322			
Section	**Guideline**	**Complies**	**Discussion**
3.5.5g	The material used in signage shall be durable and of high quality, and should relate to the materials and design language of the building.	Yes	Long lasting, low maintenance materials will be used for all signs.
3.6	**SITE PLAN VARIANCES**		
3.6.3	**Streetwall Height Variance** Streetwall heights may be varied by site plan approval where:		
3.6.3a	The streetwall height is consistent with the objectives and guidelines of the Design Manual: and	Yes	All other conditions of the Land Use By-law are met for the streetwall.
3.6.3b	The modification is for a corner element that is used to join streetwalls of differing heights; or	Yes	The streetwall façade on Brunswick continues around the corner, forming part of the corner architectural element, of the proposed building to Gottingen Street where the grade is steeply sloping and the streetwall needs to correspondingly step down to meet permitted streetwall height.
3.6.3c	The streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or	N/A	
3.6.3d	Where a landmark building element is called for pursuant to the Design Manual.	N/A	
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	Section 10(4) of the Land Use By-law requires that the mid-rise portion of a building be set back 10% of the lot width from interior lot lines or 5.5 metres, whichever is less. Based on the lot width the required setback would be 4.3 metres. The request is for a stepback of 3.5m. This stepback of 0.8 metres is minimal and the proposed building remains consistent with the intent of the Design Manual.
3.6.5b	the modification results in a positive benefit such as	Yes	The proposed modification

Attachment C – Design Manual Checklist: Case 22322			
Section	**Guideline**	**Complies**	**Discussion**
	improved heritage preservation or the remediation of an existing blank building wall.		would allow adherence to hotel industry standards for circulation and room size that recognizes the need for hotels to provide updated facilities to enhance Halifax's competitiveness as a tourism destination.
3.6.8	**Maximum Height Variance**		
3.6.8a	The maximum height is consistent with the objectives and guidelines of the Design Manual;	Yes	All other conditions of the Land Use By-law have been met for building height.
3.6.8b	The additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;	Yes	There is no increase of gross floor area resulting from the additional height.
3.6.8c	The maximum building height is less than 1.5metres below the View Plane or Rampart height requirements;	No	The highest point of the building is 6.64 metres below the Rampart elevation height requirements.
3.6.8d	Where a landmark building element is provided pursuant to the Design Manual; or	N/A	
3.6.8e	Where the additional height is shown to enable the adaptive re-use of heritage buildings.	N/A	
3.6.2	**Side and Rear Yard Setback Variance** Side and rear yard setbacks may be varied by Site Plan Approval where:		
3.6.2a	The modified setback is consistent with the objectives and guidelines of the Design Manual; and	Yes	All other conditions of the Land Use By-law have been met for side and rear yard setbacks.
3.6.2b	The modification does not negatively impact abutting uses by providing insufficient separation.	Yes	The modification does not negatively impact abutting uses as the resulting separation will be sufficient because proposed west top of building facade is not
3.6.15	**Land Uses at Grade Variance** The minimum floor-to-floor height of 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	All other conditions of the Land Use By-law have been met for land uses at grade.

Attachment C – Design Manual Checklist: Case 22322			
Section	**Guideline**	**Complies**	**Discussion**
3.6.15b	The proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition:	Yes	The proposed first level floor-to-floor height of 3.5 m does not result in a sunken floor condition.
3.6.15e	In the case of a new building or an addition to an existing building being proposed along a sloping streets, 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 or stepdown 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	Reducing the floor-to-floor height of the first level to 3.5m allows the second level to be entered at grade from sloping Gottingen Street.

REPORT

STEELE HOTEL

HALIFAX, NS

PEDESTRIAN WIND STUDY

PROJECT #1900278

SEPTEMBER 4, 2018

SUBMITTED TO

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1. INTRODUCTION

RWDI was retained by Fougere Menchenton Architecture Inc. to conduct a pedestrian wind study for the proposed Steele Hotel in Halifax, NS (see Image 1).

This assessment was based on the following:

- A review of regional long-term meteorological data from Shearwater Airport;
- Design drawings received by RWDI on August 28, 2018;
- Wind-tunnel studies undertaken by RWDI for similar projects in the Halifax Area;
- Our engineering judgement and knowledge of wind flows around buildings[1-3]; and
- Use of 3D software developed by RWDI (Windestimator[2]) for estimating the potential wind conditions around generalized building forms.

This approach provides a screening-level estimation of potential wind conditions. To better quantify these wind conditions, physical scale-model tests in a boundary-layer wind tunnel would typically be required.

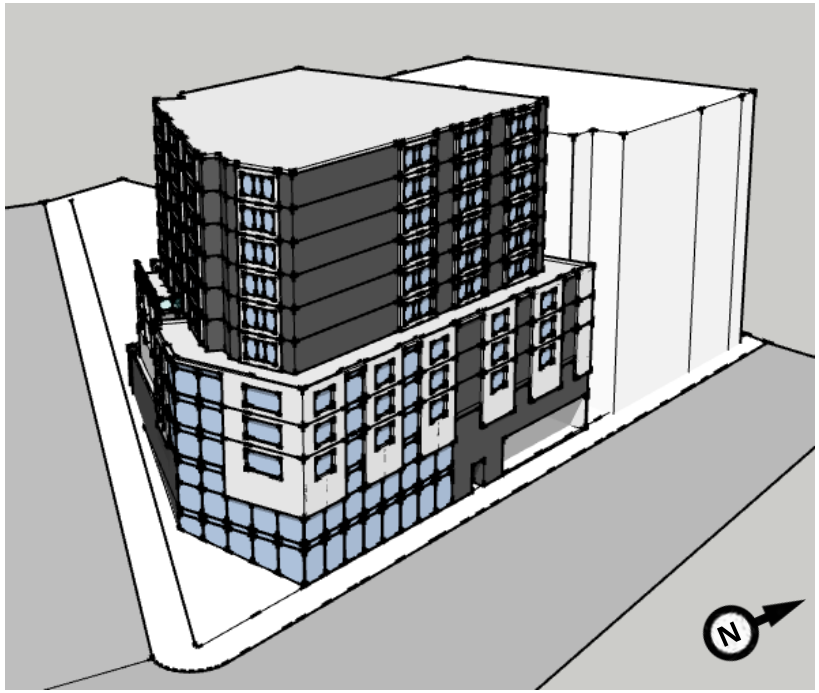


Image 1: 3D Concept Design Image of the Proposed Development (from Southeast)

1. H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, vol.104-106, pp.397-407.
2. H. Wu, C.J. Williams, H.A. Baker and W.F. Waechter (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", *ASCE Structure Congress 2004,* Nashville, Tennessee.
3. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", *10th International Conference on Wind Engineering*, Copenhagen, Denmark.

2. BUILDING AND SITE INFORMATION

The proposed development is bounded by Brunswick St. to the east and Gottingen St. to the southwest (see Image 2).

The site is currently occupied by a 5-storey building and a parking lot and is immediately surrounded by mid and high-rise buildings to the west through north to southeast directions, and by the Citadel in the remaining directions (see Image 2). Further away, the surroundings are high-rise buildings to the northeast through southeast, followed by the harbour, and lower buildings in all other directions.

The proposed development will consists of a 12-storey building, which includes a 6-storey podium (see Image 1). Pedestrian areas on and around the site include the main building entrance, grade level outdoor plaza, and sidewalks (see Image 3).

Image 2: Aerial View of Existing Site and Surrounding (Courtesy of Google™ Earth)

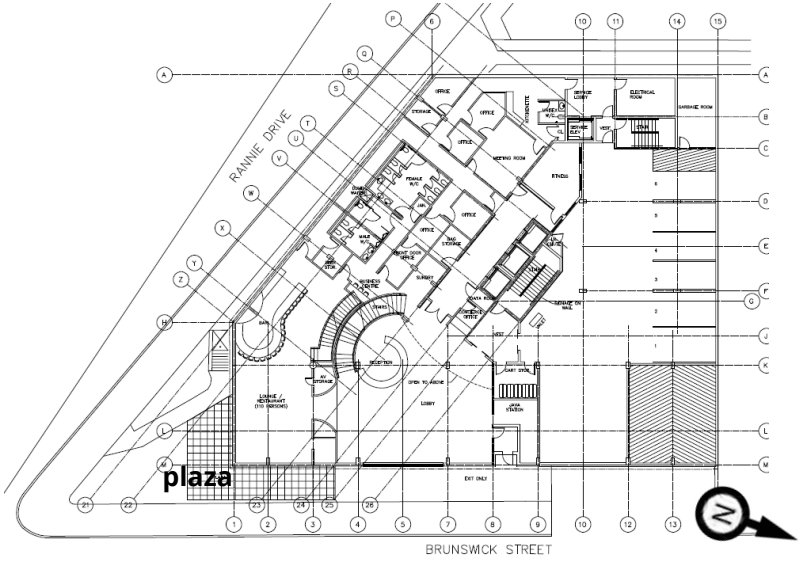


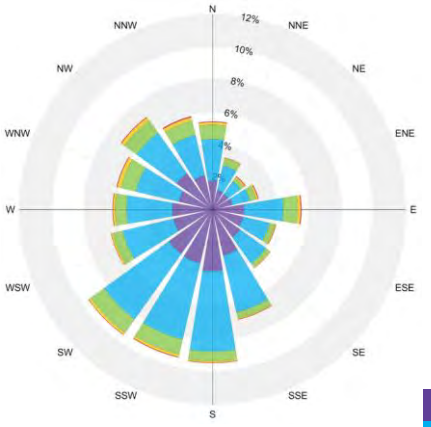
Image 3: Ground Floor Plan

3. METEOROLOGICAL DATA

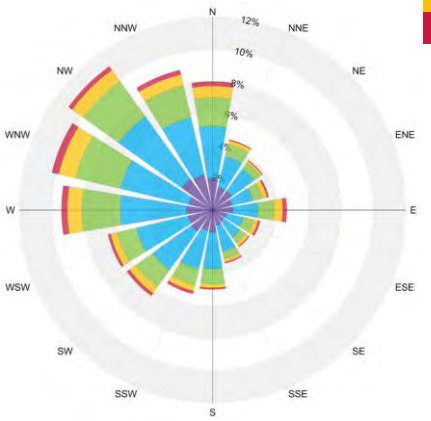
Meteorological data from Shearwater Airport recorded between 1985 and 2015 were used as reference for wind conditions.

The distributions of wind frequency and directionality for the summer (May through October) and winter (November through April) seasons are shown in the wind roses in Image 4.

When all winds are considered (regardless of speed), winds are frequent from the southwest quadrant in the summer, as indicated by the upper wind rose in Image 4. During the winter, the prevailing winds are from northwest quadrant, as shown by the lower wind rose in Image 4. Strong winds of a mean speed greater than 30 km/h measured at the airport (at an anemometer height of 10m) occur more often in the winter than in the summer.



Summer - May to October



Winter - November to April

Image 4: Directional Distribution of Winds Approaching Shearwater Airport (1985 – 2015)

4. PEDESTRIAN WIND CRITERIA

The RWDI pedestrian wind criteria are used in the current study. These criteria have been developed by RWDI through research and consulting practice since 1974. They have also been widely accepted by municipal authorities and by the building design and city planning community. The criteria are as follows:

4.1 Pedestrian Safety

Pedestrian safety is associated with excessive gust wind speeds that can adversely affect a pedestrian's balance and footing. If strong winds that can affect a person's balance (**90 km/h**) occur more than 0.1% of the time (i.e. 9 hours per year), the wind conditions are considered severe.

4.2 Pedestrian Comfort

Wind comfort levels are categorized by pedestrian activities:

- **Sitting (≤ 10 km/h)**: Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blow away.
- **Standing (≤ 14 km/h)**: Gentle breezes suitable for main building entrances and bus stops.
- **Strolling (≤ 17 km/h)**: Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park.
- **Walking (≤ 20 km/h)**: Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering.
- **Uncomfortable**: None of the comfort categories are met.

Wind conditions are considered suitable for sitting, standing, strolling or walking if the associate wind speeds are expected for at least four out of five days (i.e. 80% of the time). Wind control measures are typically required at locations where winds are rated as uncomfortable or they exceed the wind safety criterion.

Note that these wind speeds are assessed at the pedestrian height (i.e., 1.5 m above grade or the concerned floor level), typically lower than those recorded in the airport (10m height and with open terrain).

These criteria for wind forces represent average wind tolerance. They are sometimes subjective and regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can also affect people's perception of the wind climate.

For the current development, wind speeds comfortable for walking or strolling are appropriate for sidewalks; and lower wind speeds comfortable for standing are required for building entrances where pedestrians may linger. Wind speeds comfortable for sitting or standing are appropriate for the plaza during the summer, when this area will be mainly used.

5. PEDESTRIAN WIND CONDITIONS

5.1 Background

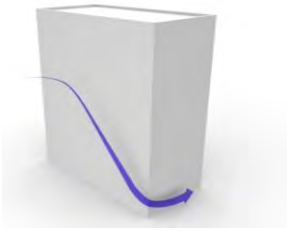
Predicting wind speeds and occurrence frequencies is complicated. It involves building geometry, orientation, position and height of surrounding buildings, upstream terrain and the local wind climate. Over the years, RWDI has conducted thousands of wind-tunnel model studies regarding pedestrian wind conditions around buildings, yielding a broad knowledge base. This knowledge has been incorporated into RWDI's proprietary 3D software that allows, in many situations, for a qualitative, screening-level numerical estimation of pedestrian wind conditions without wind tunnel testing.

Buildings that are taller than their immediate surroundings tend to intercept the stronger winds at higher elevations and redirect them to the ground level. Such a *Downwashing Flow* (see Image 5a) is the main cause for increased wind activity around tall buildings at the grade level. When oblique winds are deflected down by a building, a localized increase in the wind activity or *Corner Acceleration* can be expected around the exposed building corners at pedestrian level (see Image 5b). If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity and uncomfortable conditions.

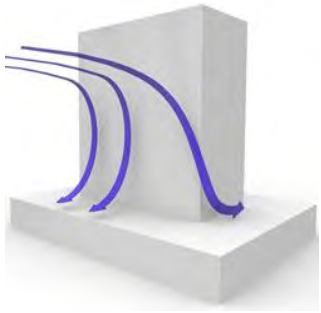
Building setbacks and podiums are positive design features that will reduce the direct impact of downwashing wind flows at grade (see Image 5c). However, higher wind activities are expected on the podium itself.

Detailed discussions on the potential wind comfort conditions at key pedestrian areas are provided in the sections that follow.

a) Downwashing Flow



b) Corner Acceleration



c) Podium at the Base of the Tower

Image 5: General Wind Flow Patterns

5.2 Existing Wind Conditions

Given the seasonally low wind speeds during the summer, and the relatively low height of the existing buildings on site, wind conditions on and around the existing site are expected to be comfortable for sitting or standing during the summer. During winter, prevailing winds from west through north directions are strong, but the surrounding buildings in those directions provide protection to the site. Wind conditions are therefore expected to be comfortable for strolling or walking during the winter. These conditions are appropriate for the intended use of the areas.

5.3 Sidewalks

As described above, the existing mid and high-rise buildings to the west, northwest, north and east of the site (see Image 2) are providing protection from the prevailing winds from those directions. Additionally, the building setback on the podium at Level 7 will help to keep winds accelerating down the façade, away from the ground. Wind conditions along the sidewalks of Gottingen St. and Brunswick St. are expected to be comfortable for sitting or standing during the summer, when seasonally lower wind speeds are expected, resulting in conditions that will be comfortable for strolling or walking during the winter. These conditions are similar to the existing conditions and appropriate for the intended use of the sidewalks.

5.4 Main Entrance

The main lobby entrance is located along the east façade, marked by the red triangle in Image 6 below. This entrance is protected from the strong southwest through northwest winds by the building itself, while the building setback at Level 7 will help to keep northerly winds accelerating down the east façade to the grade. This entrance is equipped with a vestibule which is a positive design feature as it will provide an area for pedestrian to take shelter within on windy days. Wind conditions comfortable for sitting or standing, are expected immediately around this entrance throughout the year, which is appropriate for the intended use.

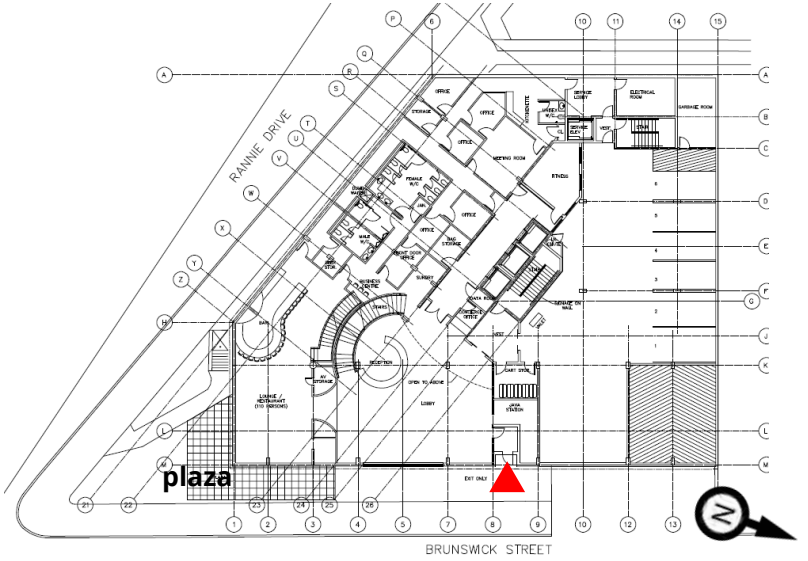


Image 6: Ground Floor Plan

5.5 Plaza

The plaza the southeast corner of the building (see Image 6) will be generally protected from the prevailing winds from the northwest quadrant by the proposed building itself and by the surrounding buildings, including the Citadel. Due to this protection, as well as the building setback at Level 7, no major wind acceleration is expected in this area. Wind speeds are expected to be slightly higher that those that currently exist, but still comfortable for sitting or standing during the summer, and comfortable for walking or strolling during the winter. Higher wind speeds during the winter are acceptable since this area is not expected to be used for passive activities during the cold season.

6. SUMMARY

Wind conditions on and around the proposed Steele Hotel in Halifax, NS are discussed in this report. These anticipated wind conditions based on the local wind climate, surrounding buildings, RWDI's past experience with wind tunnel testing of similar buildings, and screening-level wind flow modelling.

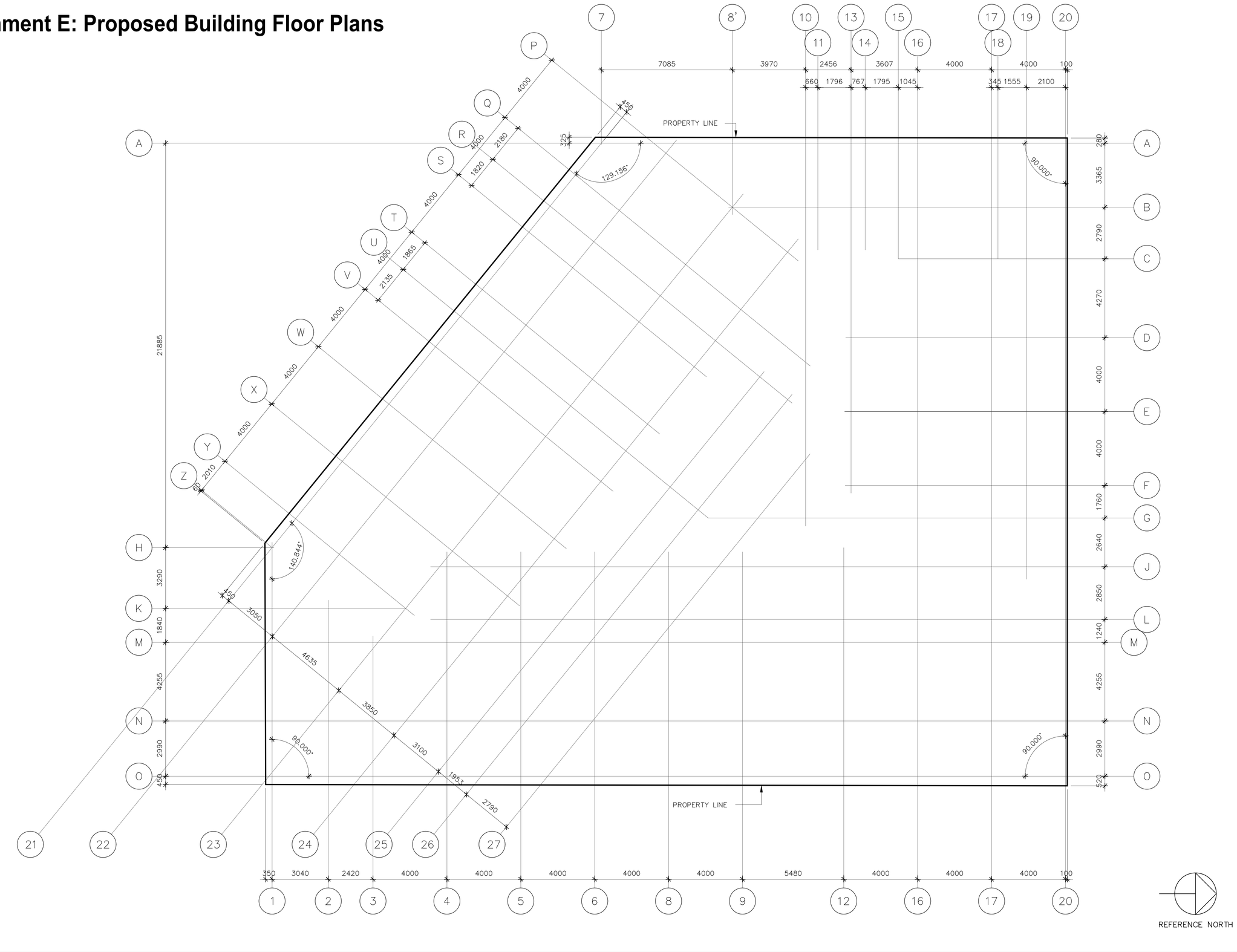
The proposed development has a number of positive design features, such as the building setback on the podium, entrance location, and a vestibule at the main entrance. As a result of these positive design features, in addition to the wind protection offered by the tall surrounding buildings and the Citadel, appropriate wind conditions are expected at the sidewalks, main entrance, and plaza throughout the year.

7. APPLICABILITY OF RESULTS

The assessments presented in this report are for the proposed Steele Hotel in Halifax, NS, based on the design drawings and documents received by RWDI on August 28, 2018.

In the event of any significant changes to the design, construction, operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the pedestrian wind conditions discussed in this report. However, it would be the responsibility of others to contact RWDI to initiate this process.

Attachment E: Proposed Building Floor Plans



Architect: Prime Consultant

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Designed	Approved
RF	RF

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No.	Revisions	MM/DD/YY
2	Reissued for 33% Review	06/13/19
1	Issued for 33% Review	05/29/19

Drawing Nomenclature

Detail/Section No. 3 / A-1 — Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

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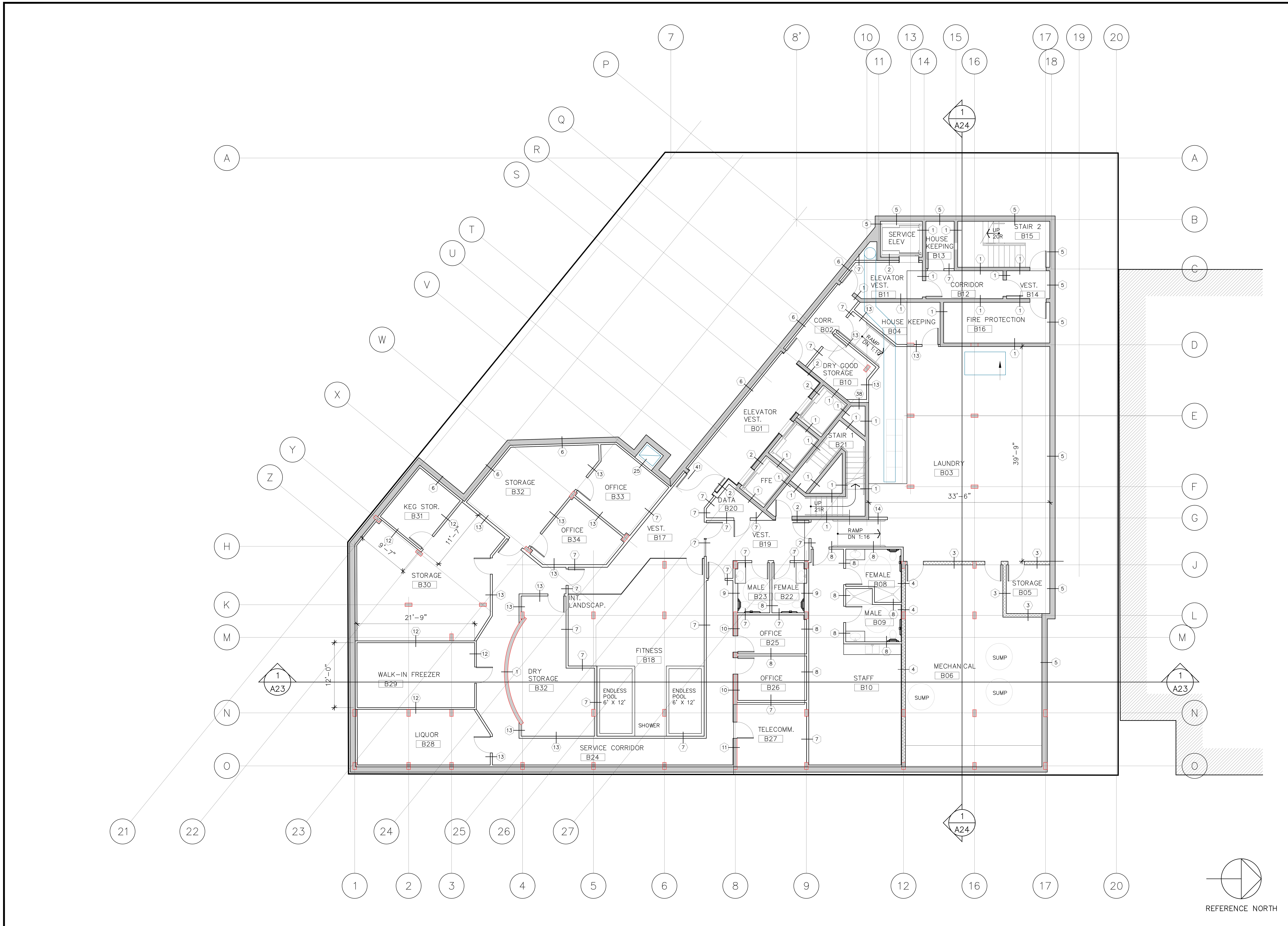
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

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2	Reissued for 33% Review	06/13/19
1	Issued for 33% Review	05/29/19

Drawing Nomenclature

Detail/Section No. 3 — A-1 — Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

Halifax Nova Scotia

Client's Project No.:

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Basement Floor Plan

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DATE April 2019
REVISION NO. 0
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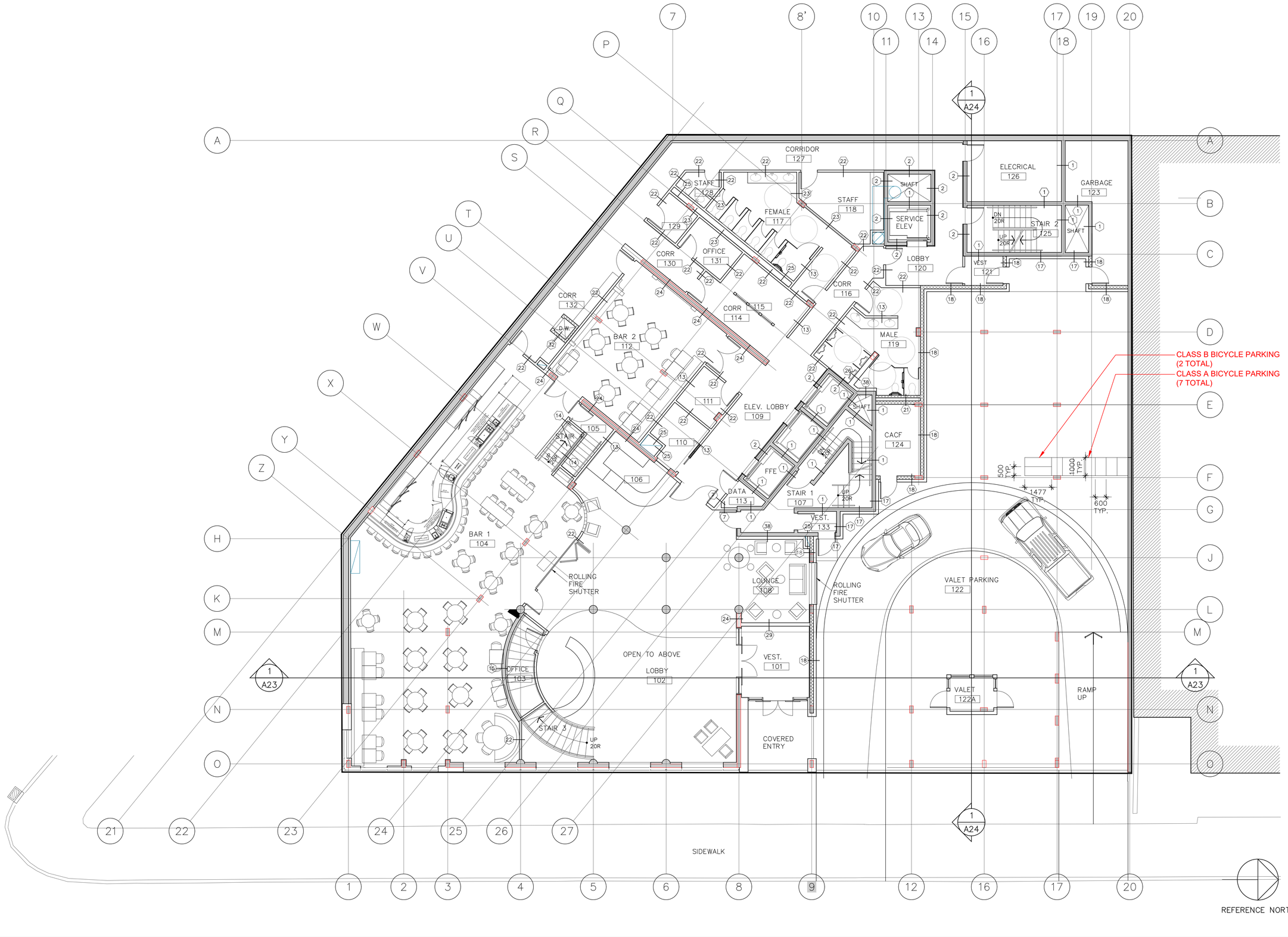

Architect: Prime Consultant

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Drawing Nomenclature

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Project Title

Jag Hotel Brunswick Street

Halifax
Nova Scotia

Client's Project No.:

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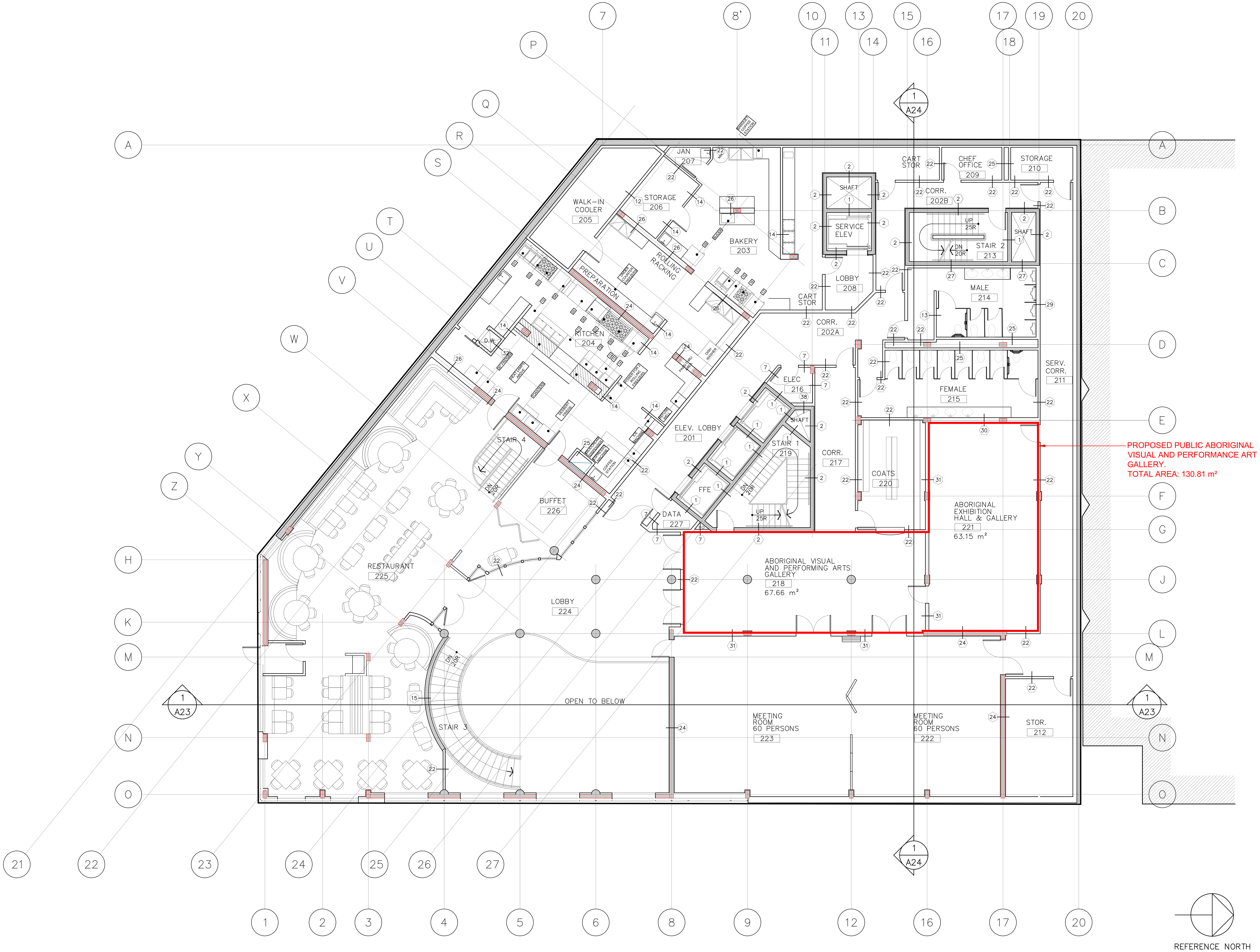

Architect: Prime Consultant

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Discipline: ARCHITECTURAL

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Drawing Nomenclature: Detail/Section No. 3 / A-1 Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

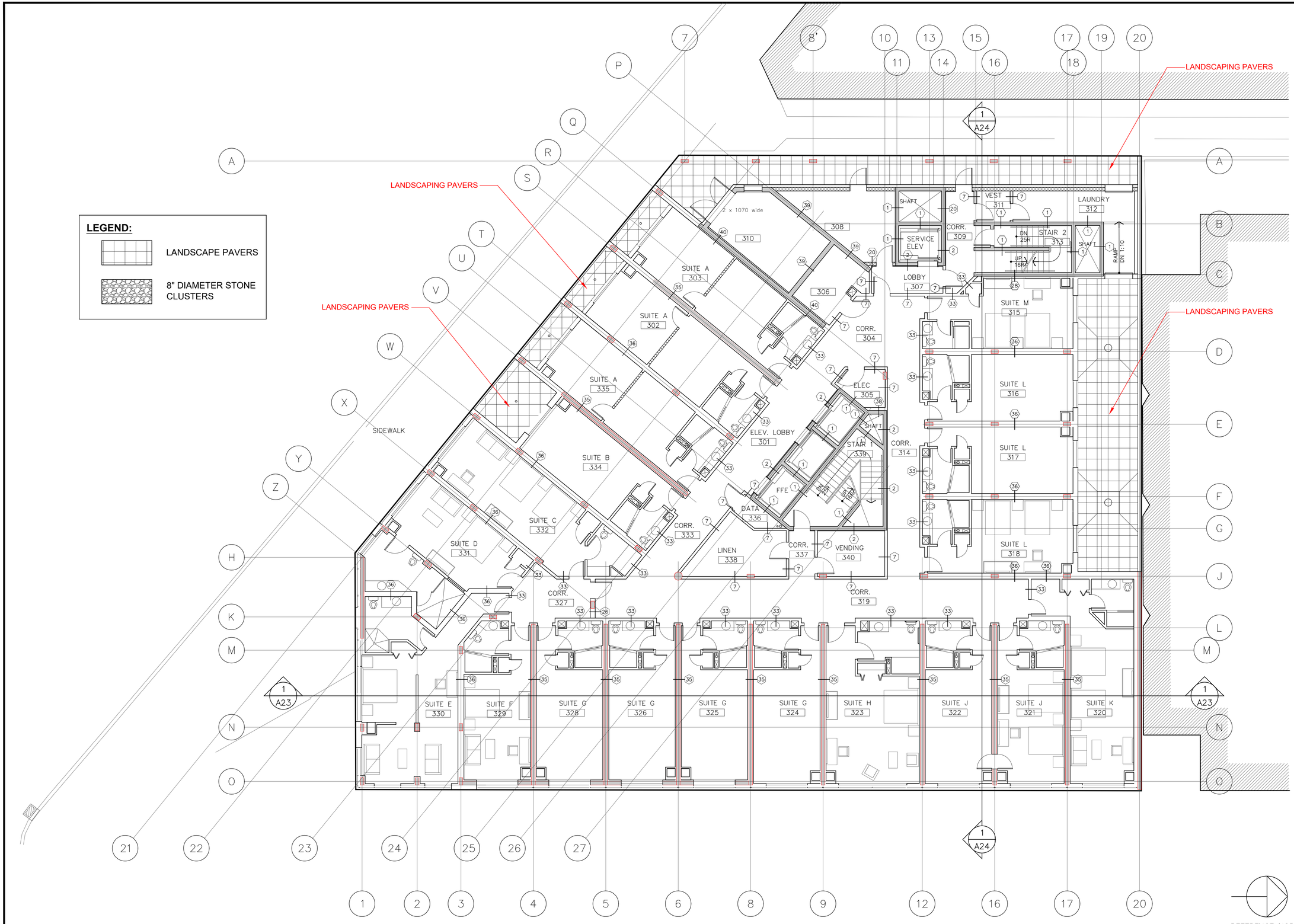
Halifax
Nova Scotia

Client's Project No.:

DRAWING TITLE

Level 2 Floor Plan

SCALE 1 : 100
DATE April 2019
REVISION NO. 0
DRAWING NO. A05



LEGEND:

- LANDSCAPE PAVERS
- 8" DIAMETER STONE CLUSTERS

Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline: ARCHITECTURAL

Sub-Consultant : Structural

DBA CONSULTING ENGINEERS LTD.
Structural and Civil Engineers Tel 709.739.5500 Fax 709.739.5560

Sub-Consultant : Mechanical & Electrical

Sub-Consultant : Civil

Client:

Drawn	Checked
DCS	RF
Designed	Approved
RF	RF

Consultant's Project No.: 3980-13

Professional Stamp & Permit

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2	Reissued for 33% Review	06/13/19
1	Issued for 33% Review	05/29/19

Drawing Nomenclature

Detail/Section No. 3 / A-1 — Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

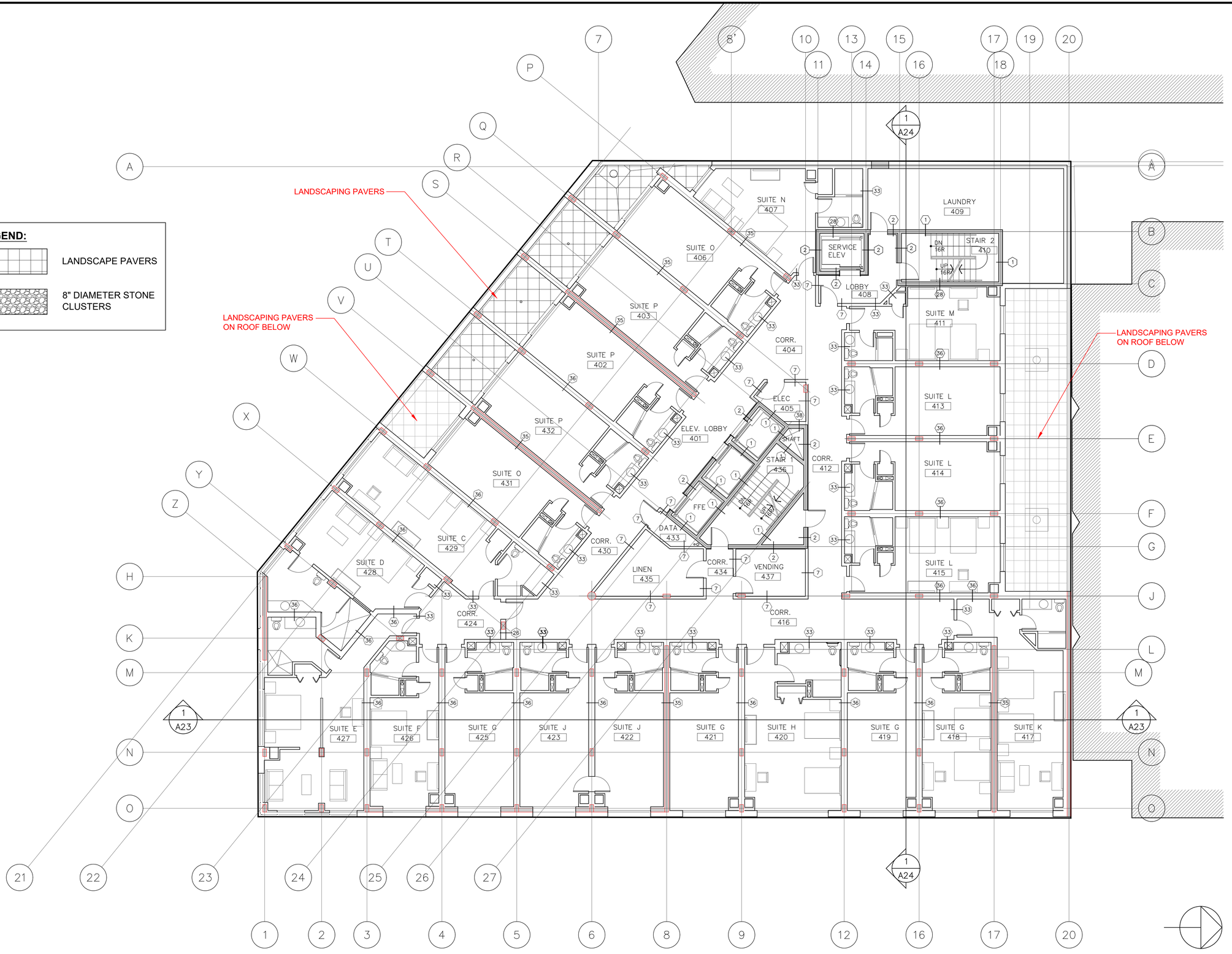
Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

Level 3 Floor Plan

SCALE	DRAWING NO.
1 : 100	A06
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
ARCHITECTURAL

Sub-Consultant : Structural

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Sub-Consultant : Mechanical & Electrical

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Website: www.mreng.ca

Sub-Consultant : Civil

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FAX (902) 455-3674
WEB www.sdmm.ca

Client:

Drawn	Checked
DCS	RF
Designed	Approved
RF	RF

Consultant's Project No.
3980-13

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Drawing Nomenclature

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Project Title

Jag Hotel Brunswick Street

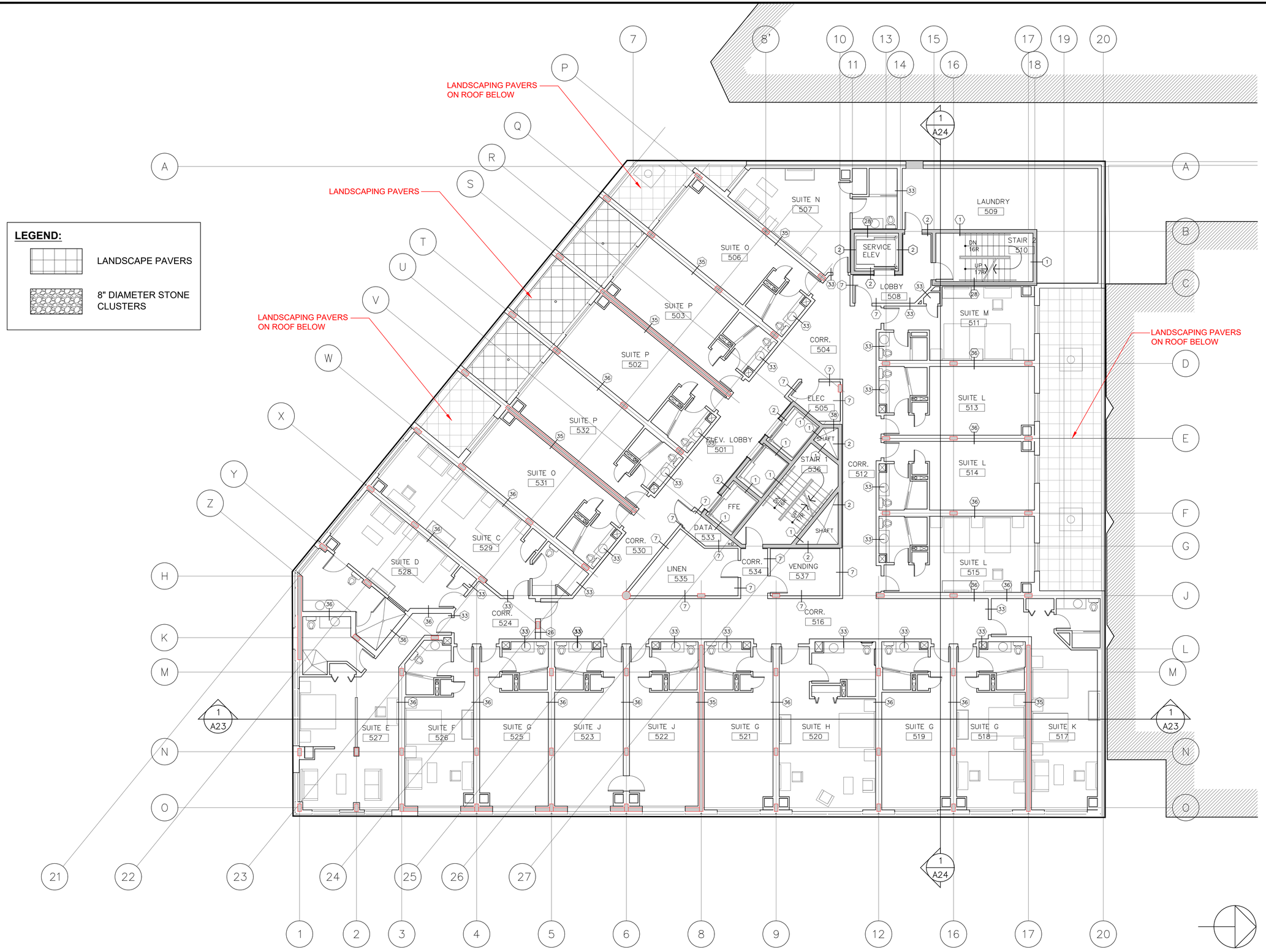
Halifax
Nova Scotia

Client's Project No.:

DRAWING TITLE

Level 4 Floor Plan

SCALE	DRAWING NO.
1 : 100	A07
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
ARCHITECTURAL

Sub-Consultant : Structural

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Sub-Consultant : Mechanical & Electrical

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Website: www.mreng.ca

Sub-Consultant : Civil

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WEB www.sdmm.ca

Client:

Drawn	Checked
DCS	RF
Designed	Approved
RF	RF

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Drawing Nomenclature

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Project Title

Jag Hotel Brunswick Street

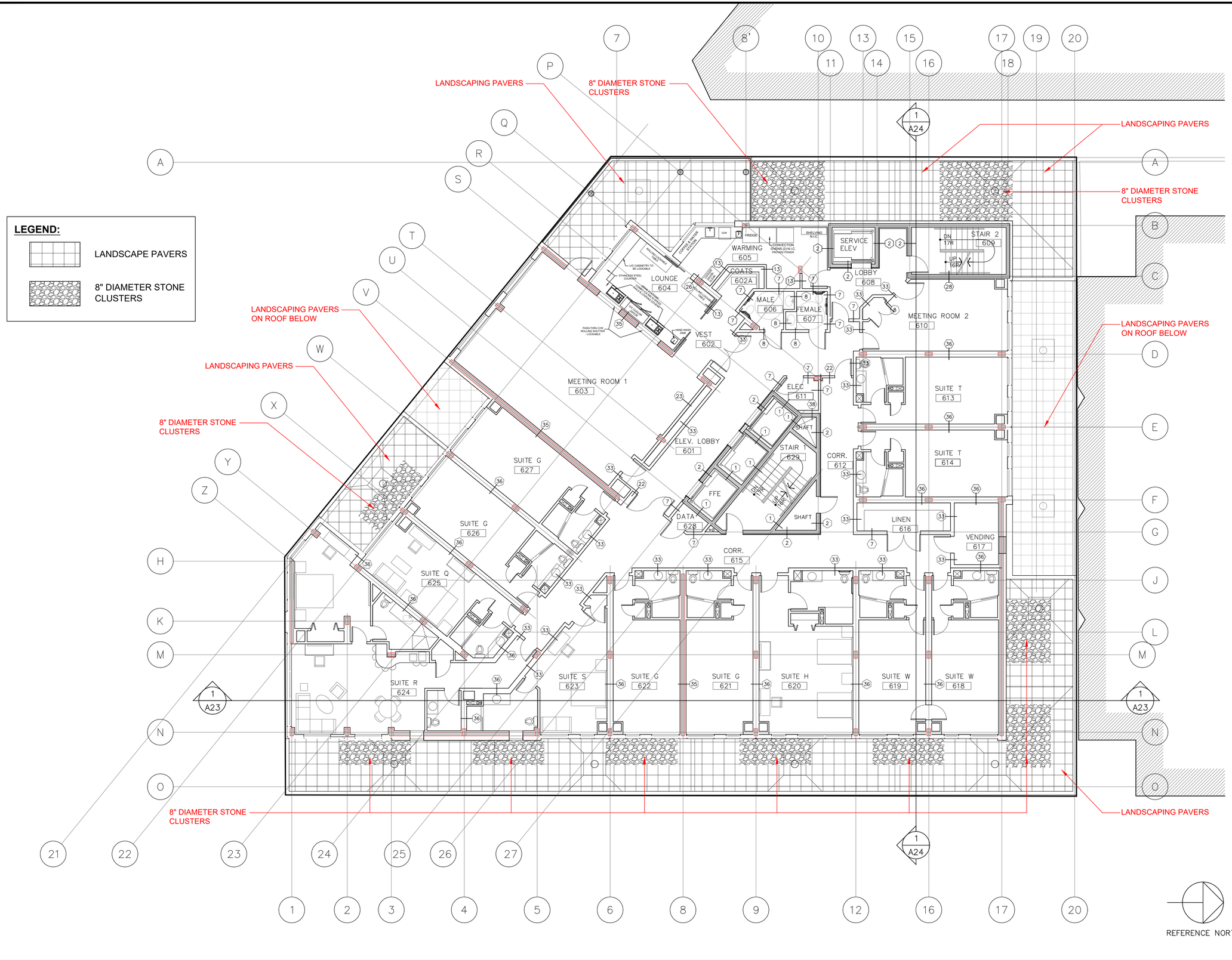
Halifax
Nova Scotia

Client's Project No.:

DRAWING TITLE

Level 5 Floor Plan

SCALE	DRAWING NO.
1 : 100	A08
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
ARCHITECTURAL

Sub-Consultant : Structural

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Structural and Civil Engineers Tel 709.739.5500 Fax 709.739.5560

Sub-Consultant : Mechanical & Electrical

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Website: www.mreng.ca

Sub-Consultant : Civil

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HALIFAX, NS B3B 1L9 WEB www.sdmm.ca

Client:

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DCS	RF
Designed	Approved
RF	RF

Consultant's Project No.
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Drawing Nomenclature

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Project Title

Jag Hotel Brunswick Street

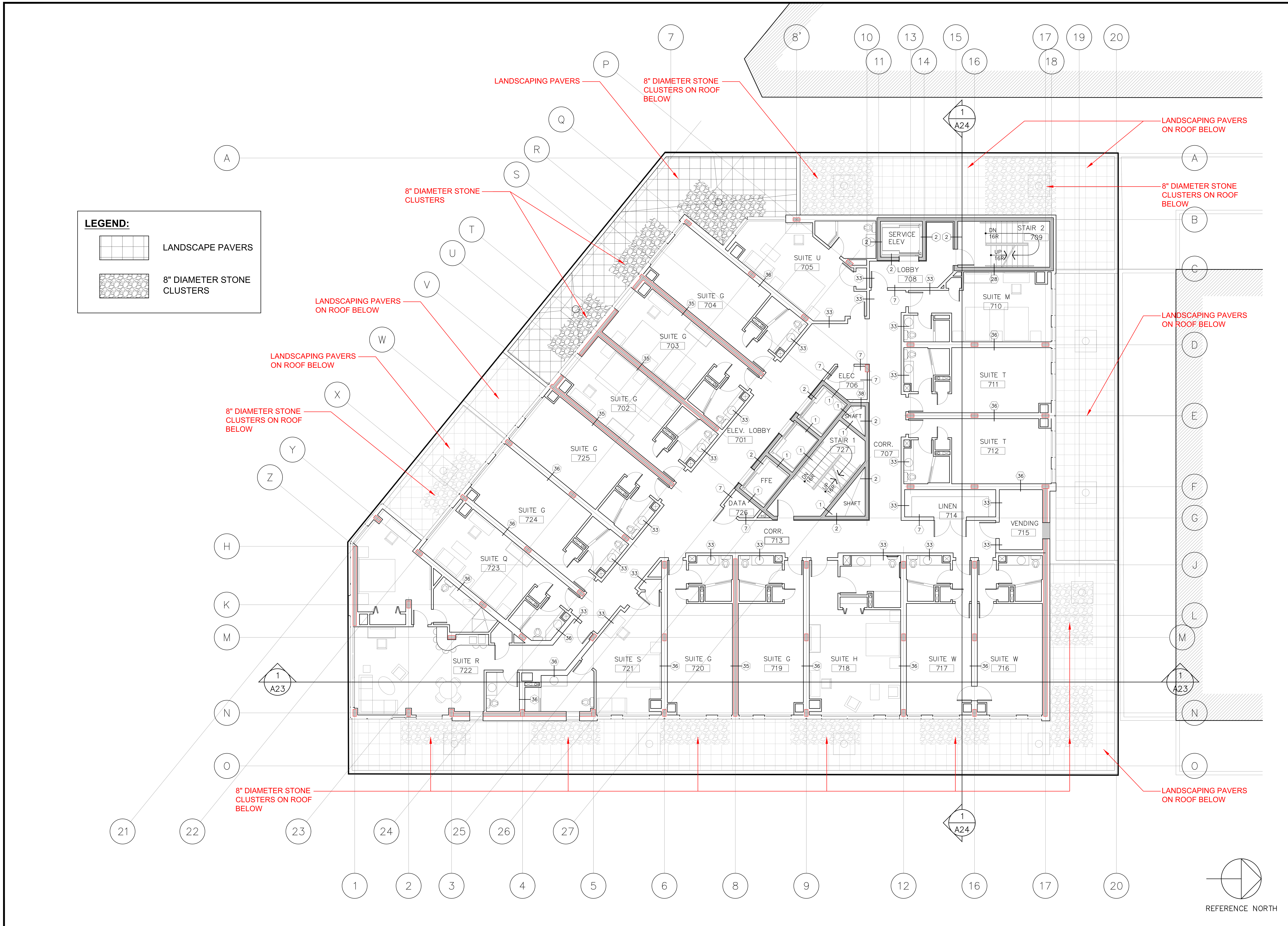
Halifax
Nova Scotia

Client's Project No.:

DRAWING TITLE

Level 6 Floor Plan

SCALE	DRAWING NO.
1 : 100	A09
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline: ARCHITECTURAL

Sub-Consultant : Structural

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Structural and Civil Engineers

Sub-Consultant : Mechanical & Electrical

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Website: www.mreng.ca

Sub-Consultant : Civil

SDMM

Client:

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Designed	**Approved**
RF	RF

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Drawing Nomenclature

Detail/Section No. 3 / A-1 Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

Halifax
Nova Scotia

Client's Project No.:

DRAWING TITLE

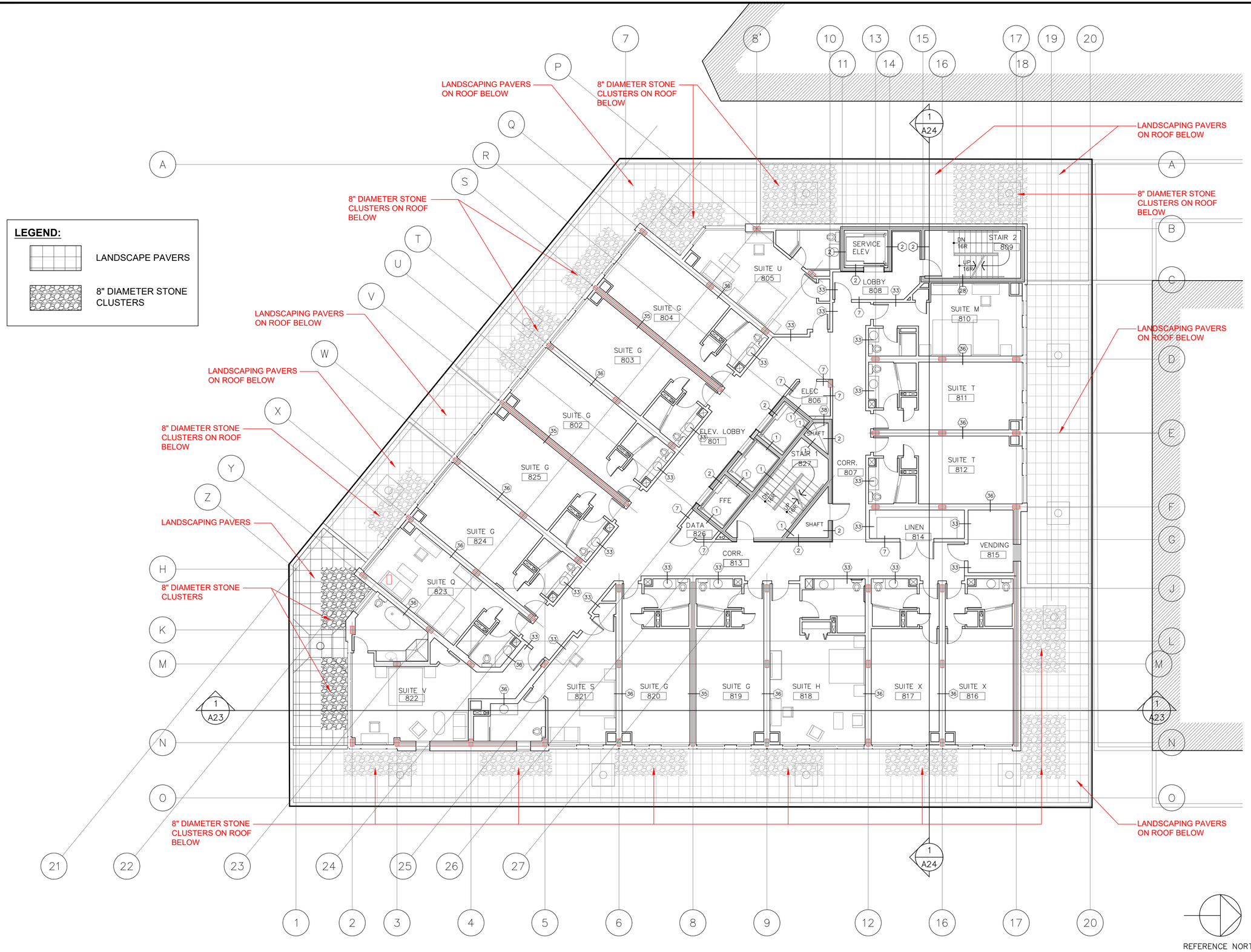
Level 7 Floor Plan

SCALE 1 : 100

DATE April 2019

REVISION NO. 0

DRAWING NO. A10



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
ARCHITECTURAL

Sub-Consultant : Structural

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Sub-Consultant : Mechanical & Electrical

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Website: www.mreng.ca

Sub-Consultant : Civil

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Designed	**Approved**
RF	RF

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Project Title

Jag Hotel Brunswick Street

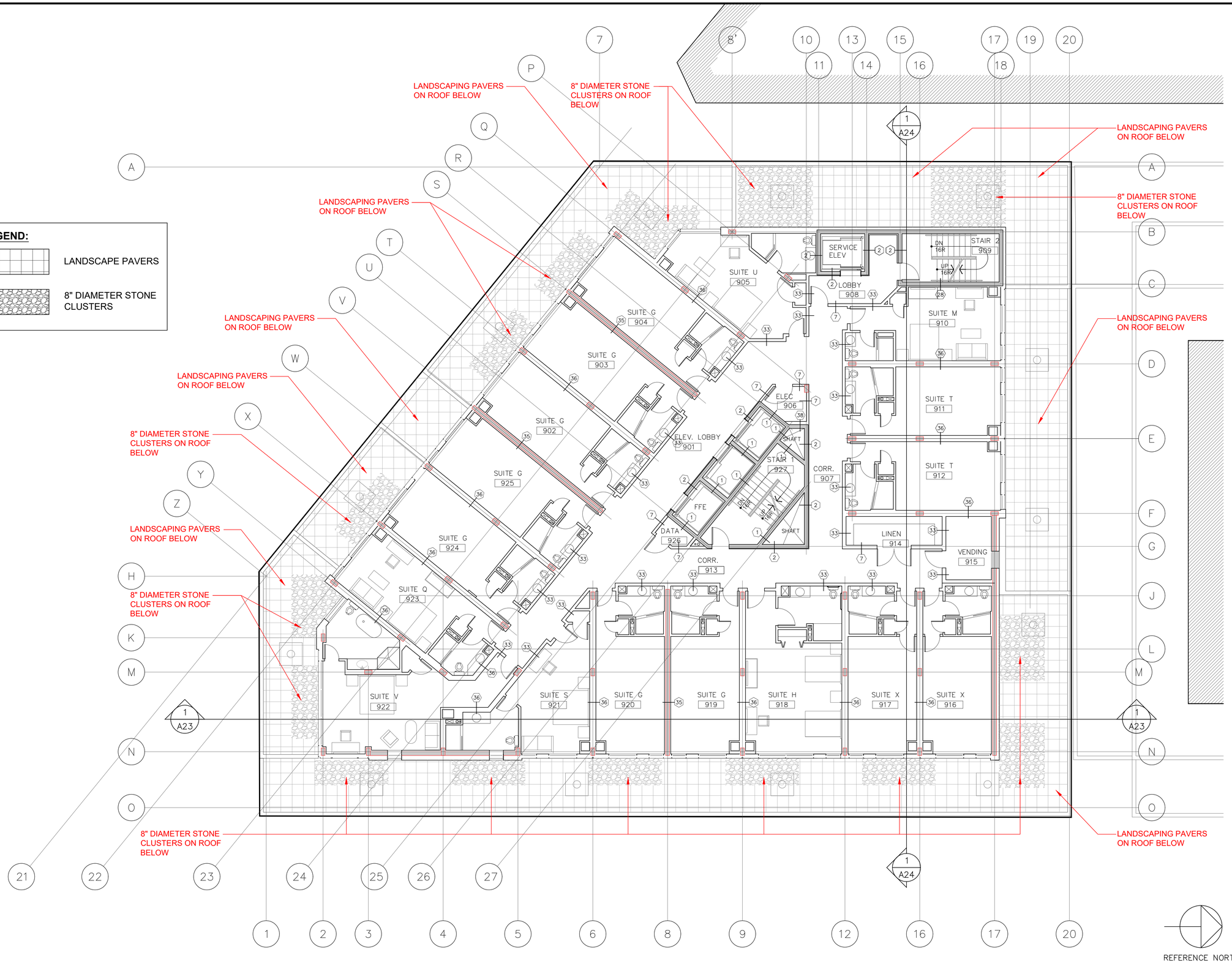
Halifax
Nova Scotia

Client's Project No.:

DRAWING TITLE

Level 8 Floor Plan

SCALE	DRAWING NO.
1 : 100	A11
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
ARCHITECTURAL

Sub-Consultant : Structural

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Sub-Consultant : Mechanical & Electrical

Sub-Consultant : Civil

Client:

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DCS	RF
Designed	Approved
RF	RF

Consultant's Project No.
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Drawing Nomenclature

Detail/Section No. → 3 / A-1 ← Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

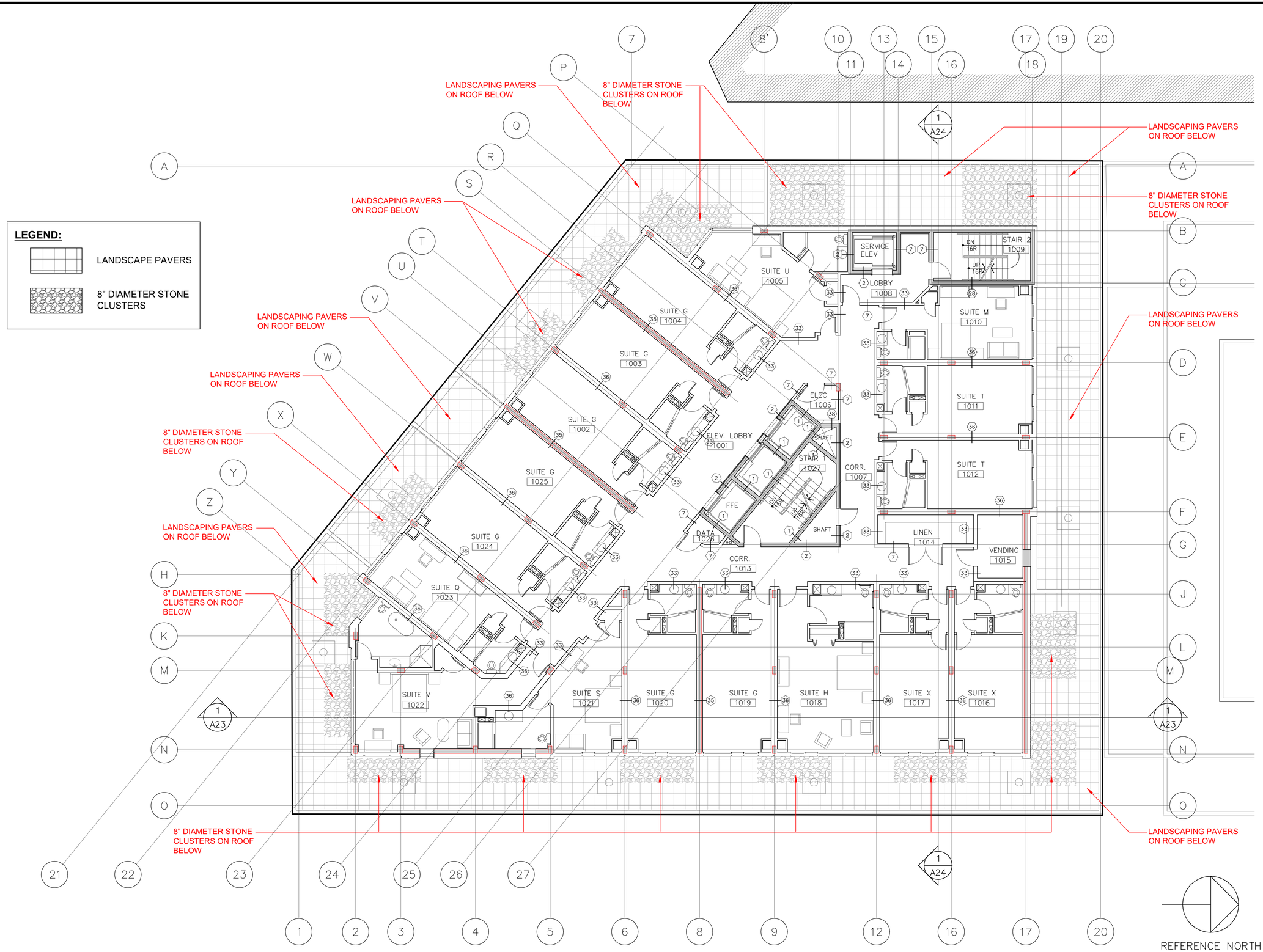
Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

Level 9 Floor Plan

SCALE	DRAWING NO.
1 : 100	A12
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline
ARCHITECTURAL

Sub-Consultant : Structural

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Structural and Civil Engineers Tel 709.739.5500 Fax 709.739.5560

Sub-Consultant : Mechanical & Electrical

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5531 Cornwallis St., Halifax, NS, B3K 1B3
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Sub-Consultant : Civil

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RF	RF

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Drawing Nomenclature

Detail/Section No. 3 / A-1 — Dwg. No. where detailed

Project Title

Jag Hotel Brunswick Street

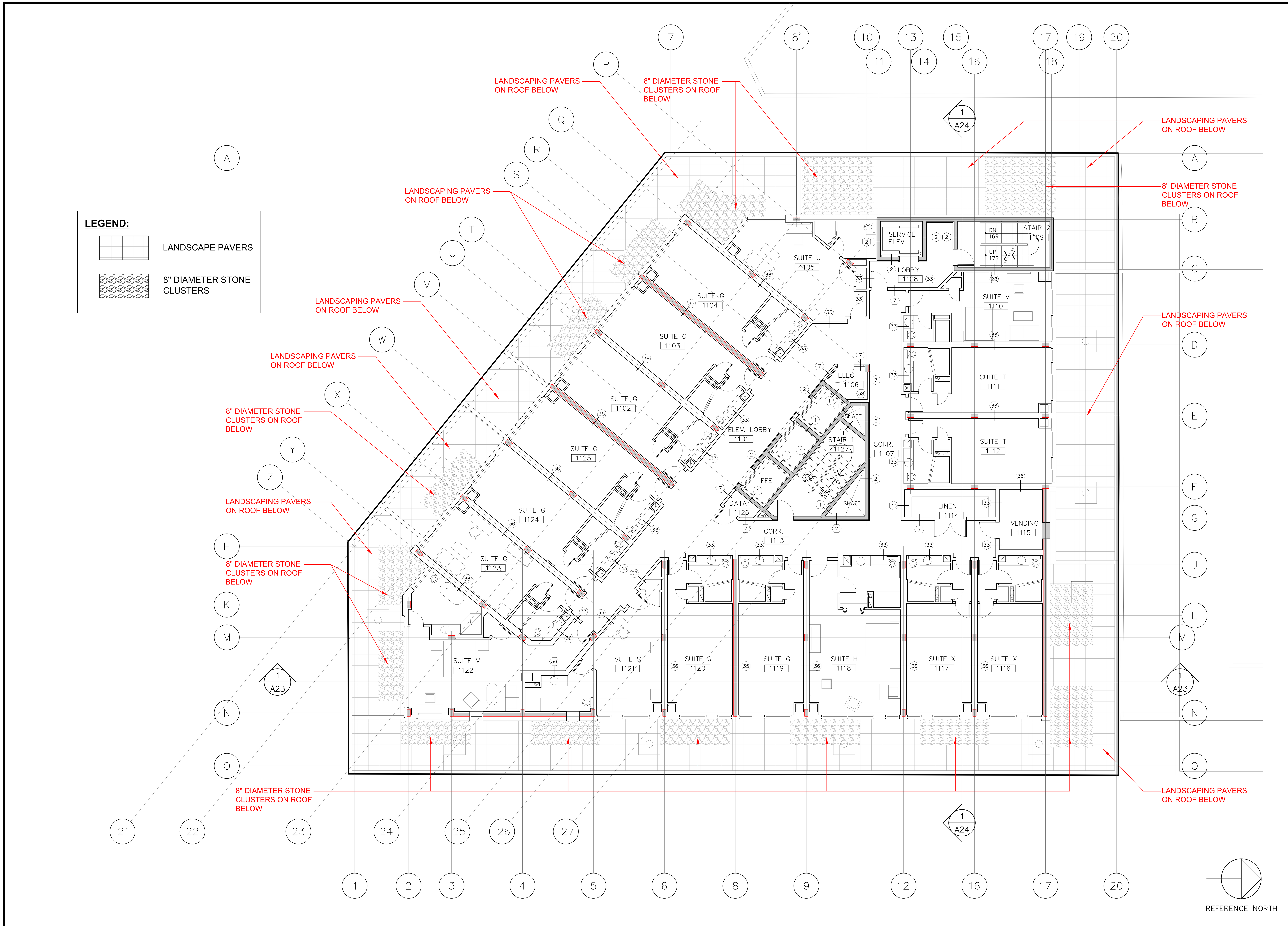
Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

level 10 Floor Plan

SCALE	DRAWING NO.
1 : 100	**A13**
DATE: April 2019	
REVISION NO.: 0	



Architect: Prime Consultant

FOUGERE MENCHENTON ARCHITECTURE

Discipline: ARCHITECTURAL

Sub-Consultant : Structural

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Sub-Consultant : Mechanical & Electrical

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Sub-Consultant : Civil

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WEB: www.sdmm.ca

Client:

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DCS	RF
Designed	Approved
RF	RF

Consultant's Project No.: 3980-13

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Project Title

Jag Hotel Brunswick Street
Halifax Nova Scotia

Client's Project No.:

DRAWING TITLE

Level 11 Floor Plan

SCALE 1 : 100
DATE April 2019
REVISION NO. 0
DRAWING NO. **A14**