



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

**Item No. 9.1.3**  
**Design Review Committee**  
**August 12, 2021**

**TO:** Chair and Members of Design Review Committee

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

**DATE:** July 21, 2021

**SUBJECT:** Case 23725: Substantive Site Plan Approval for 1649 Bedford Row, Halifax

**ORIGIN**

Application by Root Architecture Inc., on behalf of the property owner.

**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 mixed-use building on lands at 1649 Bedford Row, Halifax, as shown in Attachment A;
2. Approve the one variance to the Land Use By-law requirements regarding internal property line setbacks for the high-rise portion of the development, as contained in Attachment B; and
3. Accept the findings of the qualitative Wind Impact Assessment, as contained in Attachment C.

## **BACKGROUND**

Root Architecture Inc., on behalf of the property owner, has applied for substantive site plan approval to construct a 12-storey mixed-use building containing ground floor commercial and thirty-three residential units at 1649 Bedford Row, Halifax (Map 1, Attachment A). 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.

<b>Subject Site</b>	1649 Bedford Row, Halifax
<b>Location</b>	Near the intersection of Bedford Row and Sackville Street
<b>Zoning (Map 1)</b>	DH-1 (Downtown Halifax 1)
<b>Lot Size</b>	~252 sq. metres (2,719 sq. ft.)
<b>Site Conditions</b>	Developed with flat grade along street and sloping towards the water
<b>Current Land Use(s)</b>	Commercial building (restaurant)
<b>Surrounding Land Use(s)</b>	A mix of residential, commercial, and office uses.

### **Project Description**

The applicant wishes to construct a 12-storey mixed-use building. The details of the proposal are as follows (refer to Attachments A and D):

- ~38 metres in height;
- 33 residential units, of which 11 will be 2-bedroom units;
- Ground floor commercial (~99 sq. metres); and
- Penthouse amenity space/area.

Information about the approach to the design of the building has been provided by the project's architect in Attachment D and information about the shadow and perspective drawings can be found in Attachment F.

### **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: DH-1 Downtown Halifax 1
- Precinct: 4 Lower Central Downtown
- Central Block: Yes
- Building Height (Pre and Post-Bonus): 39 metres Pre-Bonus & 49 metres Post-Bonus
- Streetwall Setback: 0-1.5 metres
- Streetwall Height: 11 metre minimum & 18.5 metres maximum

The DRC should note that the proposal was reviewed by the Development Officer and deemed to be in compliance with the above LUB regulations. 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 E).

### **Site Plan Approval Process**

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

- Interior lot line setbacks for portions of the building above a height of 33.5 metres (high-rise portion)

The applicant has requested that one variance to the Downtown Halifax LUB be considered for approval through the site plan review process (Attachment B).

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 E);
2. Consider the variance requests that have been made pursuant to variance criteria in the Design Manual (Attachment B); and
3. Determine if the proposal is suitable in terms of the expected wind conditions on pedestrian comfort (Attachment C).

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 Virtual Public Open House held on June 16, 2021.

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

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment E. 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:

Publicly viewed side and rear facades (3.3.1 d and 3.3.2 c)

To enhance the public realm, the Design Manual encourages all publicly viewed facades to have a consistent design expression and that materials used for the street façade should be carried around the building where any façade is exposed to public view. As the existing surrounding built environment consists of 2 – 7 storey buildings, the rear and side elevations of the development will be visible until such time that these abutting properties are redeveloped.

To address the blank wall façade, the applicant proposes detailing the interior lot lines facades to provide visual interest. Materials used in the street facing façade will wrap around to the exposed interior lot line façades. Windows are proposed on the North and South facades that can be altered in the future when neighbouring developments begin. These windows will require fire shutters to provide fire resistance in the interim. Lastly, to provide interest on the harbour facing elevator and stair core façade, the applicant proposes accent variation with three different panel sizes that appear in a controlled pattern.

**Variances**

The applicant is requesting one variance to the quantitative requirements of the Downtown Halifax LUB: interior lot line setbacks for portions of the building above a height of 33.5 metres (high-rise portion). The applicant has outlined the variance request on the plans (Attachment B) and has provided a rationale pursuant to the Design Manual criteria (Attachment B). The staff review of the variance request is provided in this section as outlined below.

Variance 1: Upper Storey Side Yard Setback Variance

Section 10(7) of the LUB requires that any portion of a building above a height of 33.5 metres shall be setback 11.5 metres from interior lot lines. The development is proposing a setback of 0 metres for that portion of the building above 33.5 metre in height. Section 10(14) of the LUB allows consideration of a variance where the relaxation is consistent with the criteria of the Design Manual.

Section 3.6.6 of the Design Manual allows for variances to upper storey side and rear yard setbacks subject to meeting certain conditions as outlined in Attachment E. Of the potential conditions for a variance, this application is being considered under the following:

*3.6.6 Upper storey side yard setbacks may be varied by Site Plan Approval where:*

- a. the upper storey side yard setback is consistent with the objectives and guidelines of the Design Manual; and*
- b. where the height of the building is substantially lower than the maximum permitted building height and the setback reduction is proportional to that lower height.*

The proposed variance to the interior lot line setbacks is required to provide a clear and distinguished “top” to the building as well as a pleasing roof scape from other adjacent, higher properties, both of which the Design Manual encourages. The maximum permitted height for this site is 49 metres and the proposed total height of the development is ~39 metres. This 10-metre reduction in height is proportional to the requested reduction in the side yard setback from 11.5 metres to 0 metres. As such, staff recommends approval of this variance.

**Wind Assessment**

A Qualitative Wind Impact Assessment was prepared by the applicant for the project and is included in Attachment C. The need for the assessment results from the overall height of the building being greater than 20m, and 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 appropriate wind comfort conditions along the sidewalks and predicted wind speeds are expected to meet the pedestrian wind safety criterion. Higher wind activity than

desirable for prolonged passive use is expected on the rooftop patio. The proposal intends to mitigate these possible conditions by employing appropriate wind control measures, such as a wind screen to block and disperse the prevailing winds (Attachment A – south elevation).

### **Conclusion**

Staff advise that the proposed development of a 12-storey mixed-use building meets the objectives and guidelines of the Design Manual. It is, therefore, recommended that the substantive site plan approval application be approved.

### **FINANCIAL IMPLICATIONS**

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2021-2022 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**

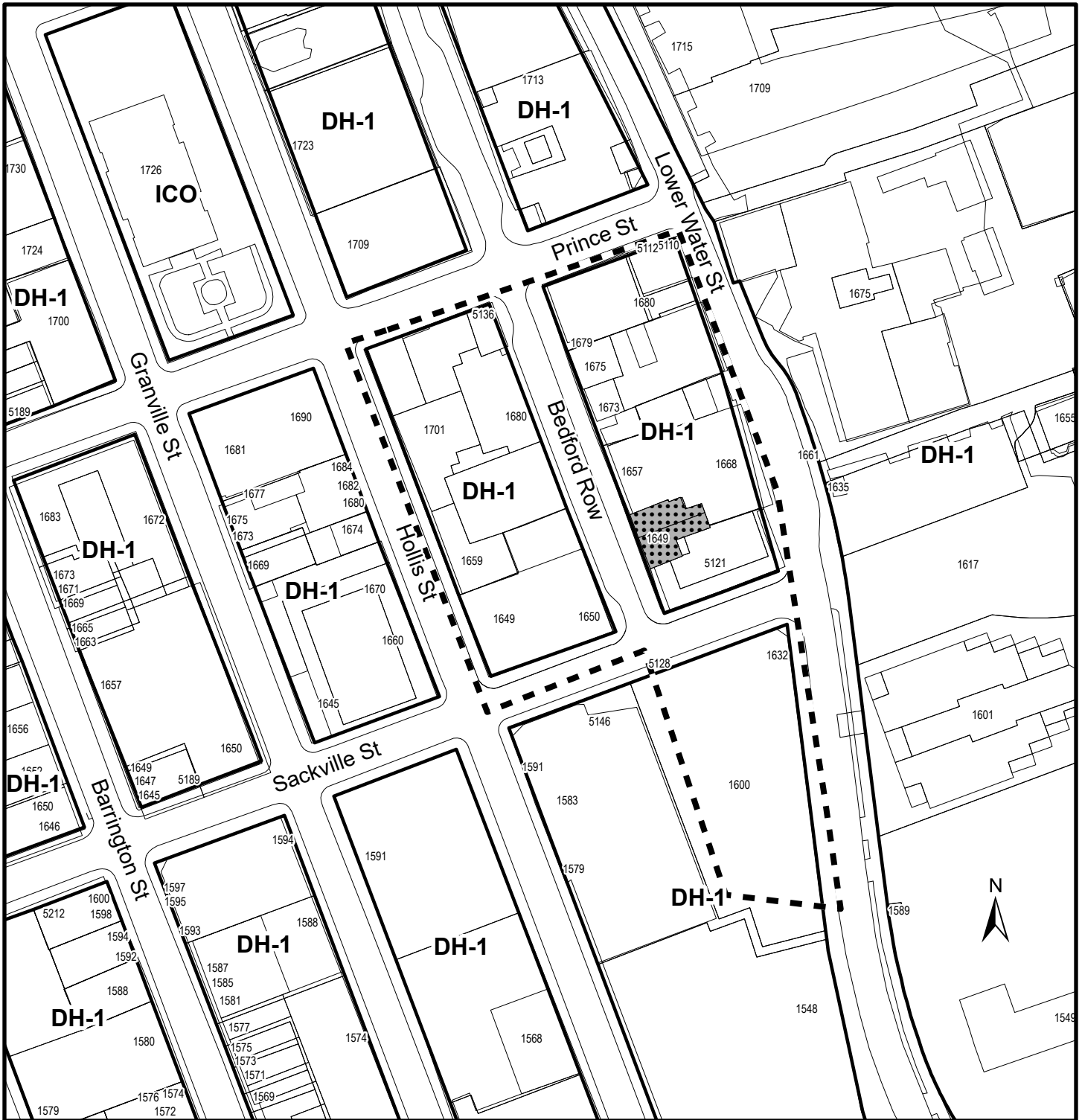
Map 1	Location and Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Variance Request
Attachment C	Wind Assessment
Attachment D	Design Rationale
Attachment E	Design Manual Checklist
Attachment F	Shadow and Perspective Drawings

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Dean MacDougall, Planner II, 902.240.7085



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**Map 1 - Zoning and Notification Area**

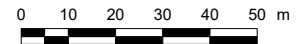
1649 Bedford Row,  
Halifax

**HALIFAX**

-  Subject Property
-  Area of Notification

**Zone**

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



Downtown Halifax  
Land Use By-Law Area

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.



NOT FOR CONSTRUCTION

CLIENT:

3333257 NS LIMITED

NO.	REVISION	DD/MM/YY
4	FULL SITE PLAN APPLICATION	29/06/2021
3	3RD PRE-APP. SPA	07/04/2021
2	2ND PRE-APP. SPA	23/02/2021
1	PRE-APP. SPA	13/10/2020

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

SITE PLAN, DRAWING LIST,  
KEY PLAN & APPLICATION  
SUMMARY FOR REVIEW

C.P.#: 20-16

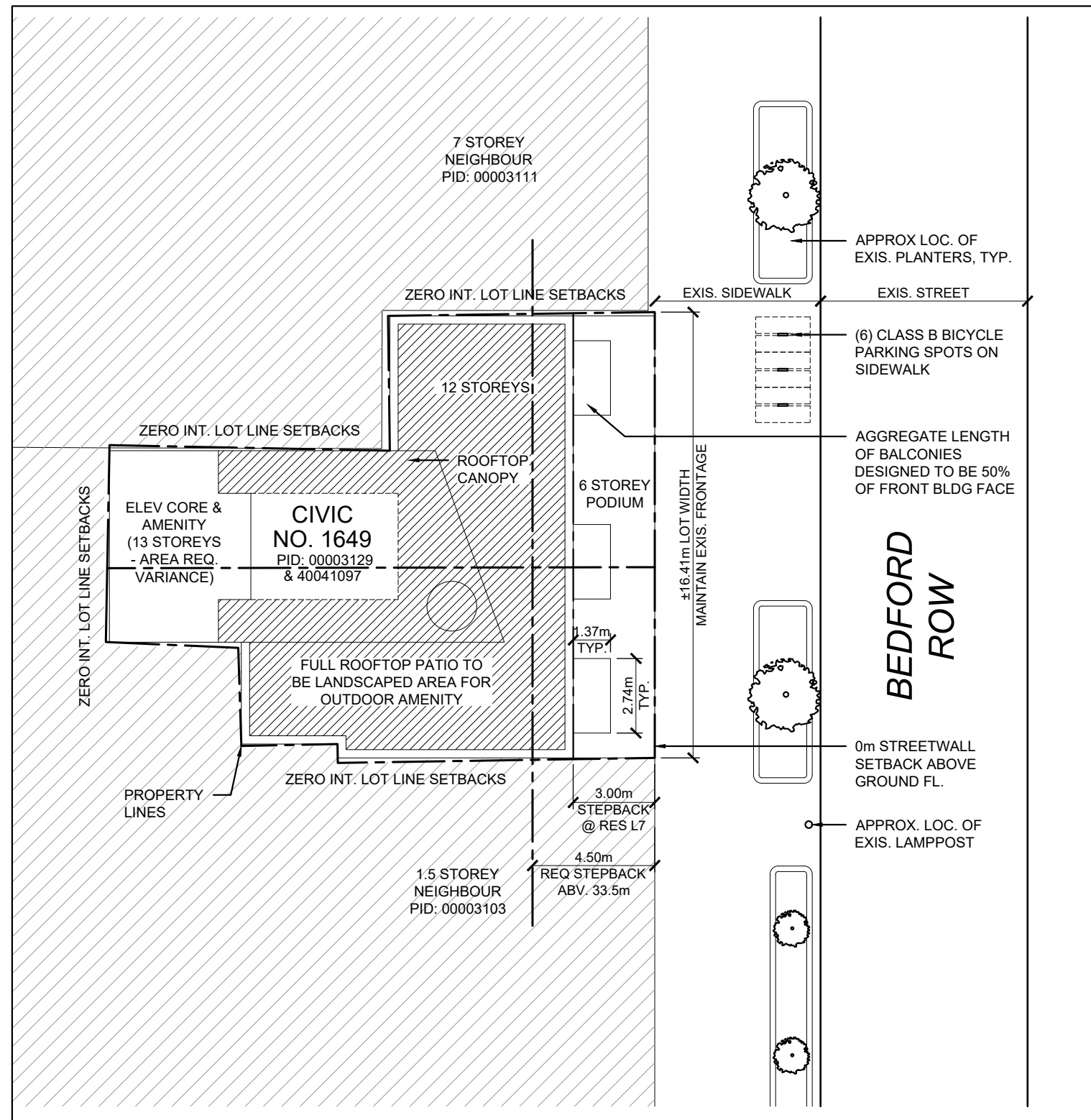
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SCALE: AS NOTED

DRAWN BY: CC

DATE: JUN 29 2021

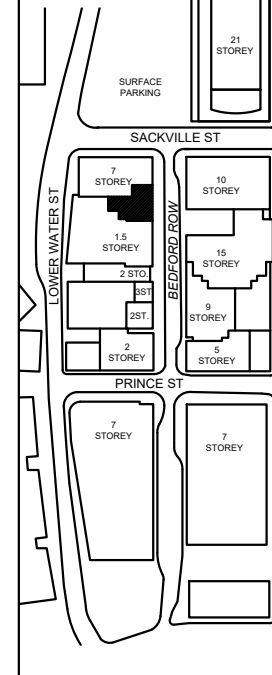
# A-100



## DRAWING LIST

- A-100 - SITE PLAN & SUMMARY
- A-101 - BASEMENT FLOOR PLAN
- A-102 - GROUND FLOOR PLAN
- A-103 - RES. FLOOR PLAN (L2-L5)
- A-104 - RES. FLOOR PLAN (L6)
- A-105 - RES. FLOOR PLAN (L7)
- A-106 - RES. FLOOR PLAN (L8-L12)
- A-107 - ROOF PLAN
- A-201 - STREET ELEVATION
- A-201v - VARIANCE ELEVATION
- A-202 - NORTH ELEVATION
- A-203 - BUILDING ELEVATIONS
- A-204 - BUILDING SECTION
- A-301 - SHADOW STUDY - SUMMER
- A-302 - SHADOW STUDY - WINTER
- A-401 - BUILDING RENDERINGS
- A-402 - SIDEWALK RENDERING
- A-403 - PODIUM RENDERING
- A-404 - ROOFTOP RENDERING
- A-405 - STREETSIDE RENDERINGS
- A-406 - SKYLINE RENDERING

## KEY PLAN

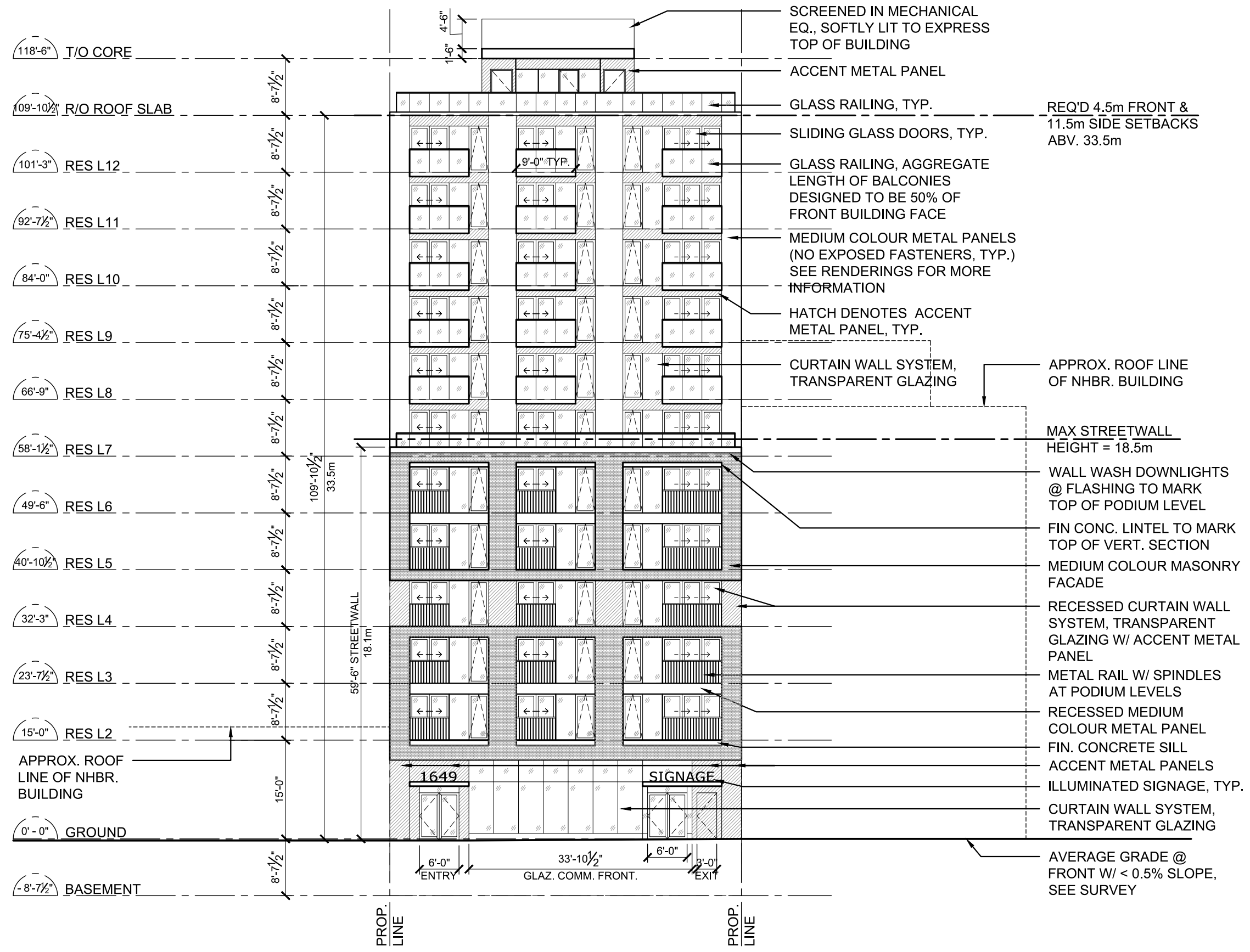


## APPLICATION SUMMARY

PROPERTY AREA	± 2768.5 SF
LOT COVERAGE	100%
BUILDING FOOTPRINT	± 2721.85 SF
FLOOR AREA RATIO	10.85
GFA (ABOVE GRADE)	± 30,021 SF
GROSS COMMERCIAL	1065 SF (NOT INCL. BSMT STOR.)
GROSS RESIDENTIAL	23,711 SF
GROSS INSTITUTIONAL	N/A
RESIDENTIAL UNITS (2 BARRIER-FREE)	TOTAL - 33
	STUDIO - 6
	1 BDRM - 16
	2 BDRM - 11 (MIN 1/3 OF UNITS)
HOTEL UNITS	N/A
LANDSCAPED OPEN SPACE	1472 SF (ROOFTOP AMENITY)
ROOFTOP AMENITY SPACE	1472 SF
INDOOR AMENITY SPACE	137 SF (ROOF LEVEL)
VEHICLE PARKING	NO VEHICULAR PARKING REQ
BICYCLE PARKING	14 CLASS 'A' & 6 CLASS 'B'

**1** SITE PLAN  
A-100 1:200

# ATTACHMENT A



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CLIENT:

4	FULL SITE PLAN APPLICATION	29/06/2021
3	3RD PRE-APP. SPA	07/04/2021
2	2ND PRE-APP. SPA	23/02/2021
1	PRE-APP. SPA	13/10/2020
NO.	REVISION	DD/MM/YY

PROJECT :  
1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :  
STREET (WEST)  
ELEVATION  
FOR REVIEW

C.P.#: 20-16

PROJECT MANAGER: KST

SCALE: 1/16" = 1'-0"

DRAWN BY: CC

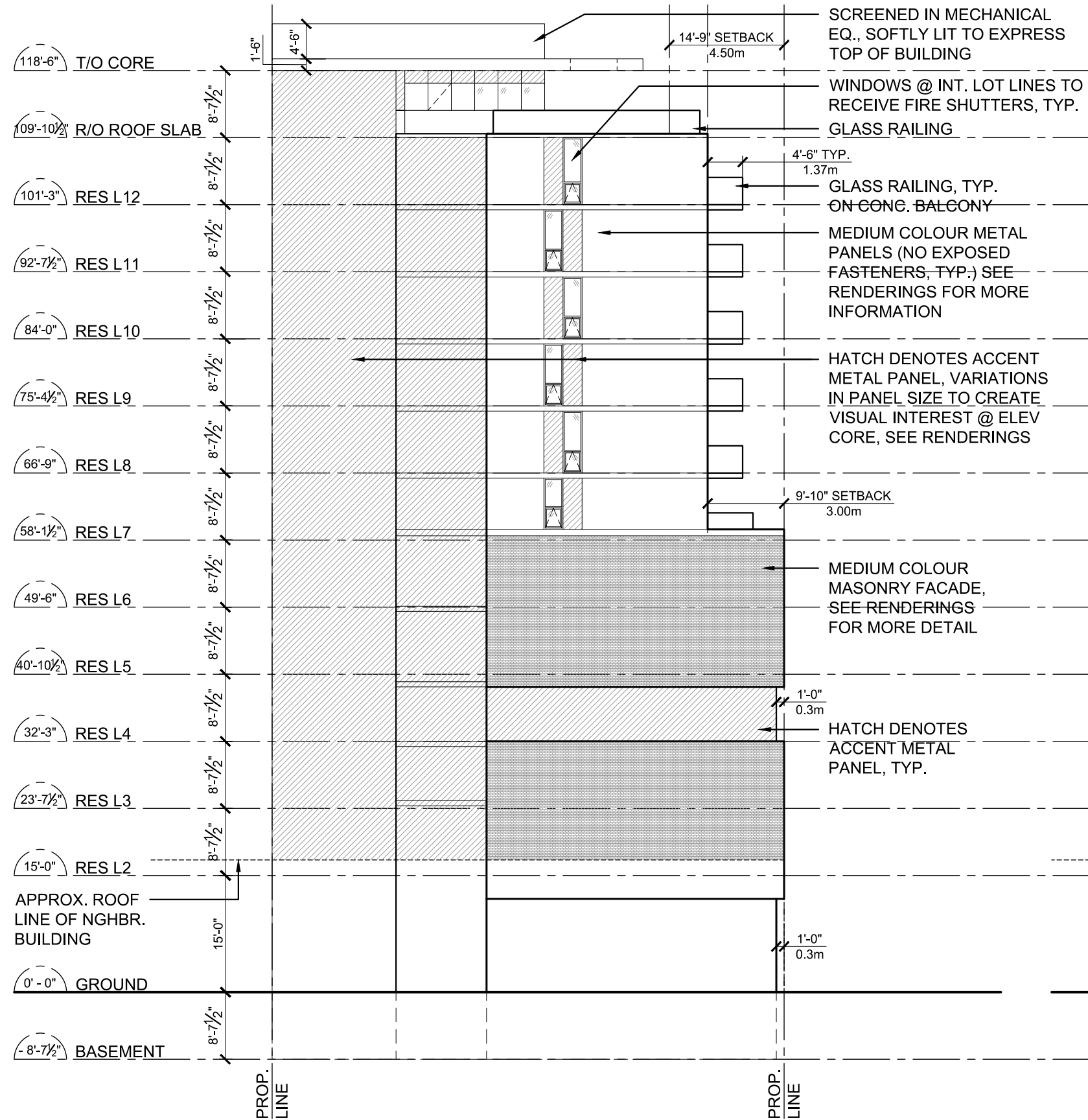
DATE: JUN 29 2021

**1** STREET ELEVATION  
A-201 1/16"=1'-0"

# A-201



# ATTACHMENT A



SCREENED IN MECHANICAL EQ., SOFTLY LIT TO EXPRESS TOP OF BUILDING

WINDOWS @ INT. LOT LINES TO RECEIVE FIRE SHUTTERS, TYP.

GLASS RAILING

4'-6" TYP.  
1.37m

GLASS RAILING, TYP. ON CONC. BALCONY

MEDIUM COLOUR METAL PANELS (NO EXPOSED FASTENERS, TYP.) SEE RENDERINGS FOR MORE INFORMATION

HATCH DENOTES ACCENT METAL PANEL, VARIATIONS IN PANEL SIZE TO CREATE VISUAL INTEREST @ ELEV CORE, SEE RENDERINGS

9'-10" SETBACK  
3.00m

MEDIUM COLOUR MASONRY FACADE, SEE RENDERINGS FOR MORE DETAIL

1'-0"  
0.3m

HATCH DENOTES ACCENT METAL PANEL, TYP.

1'-0"  
0.3m

**1** NORTH ELEVATION  
A-202 1/16"=1'-0"



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1	PRE-APP. SPA	13/10/2020

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

NORTH  
ELEVATION  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

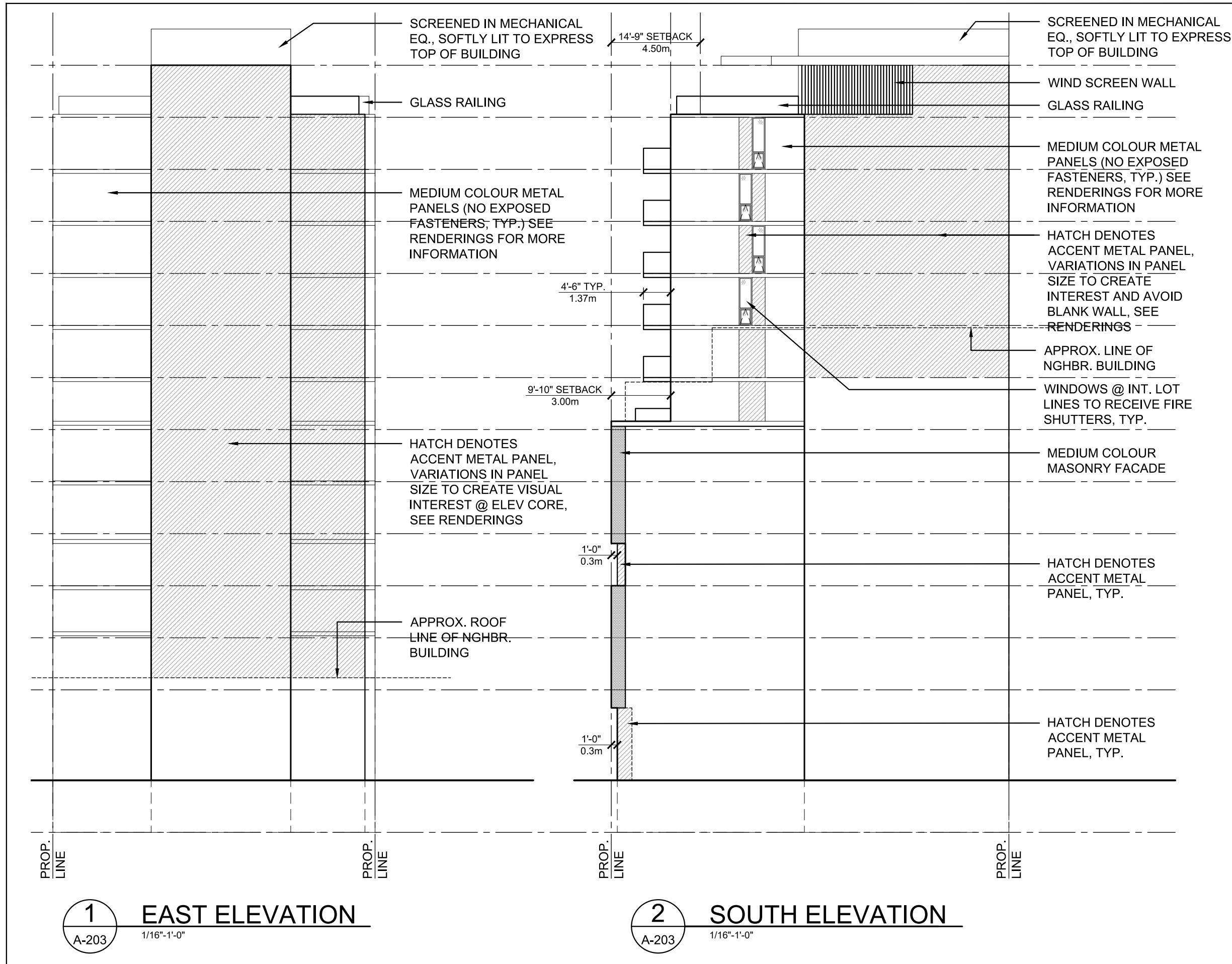
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DRAWN BY: CC

DATE: JUN 29 2021

# A-202

# ATTACHMENT A



**root**  
**ARCHITECTURE**

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NO.	REVISION	DD/MM/YY

PROJECT :  
1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :  
BUILDING  
ELEVATIONS  
FOR REVIEW

C.P.#: 20-16

PROJECT MANAGER: KST

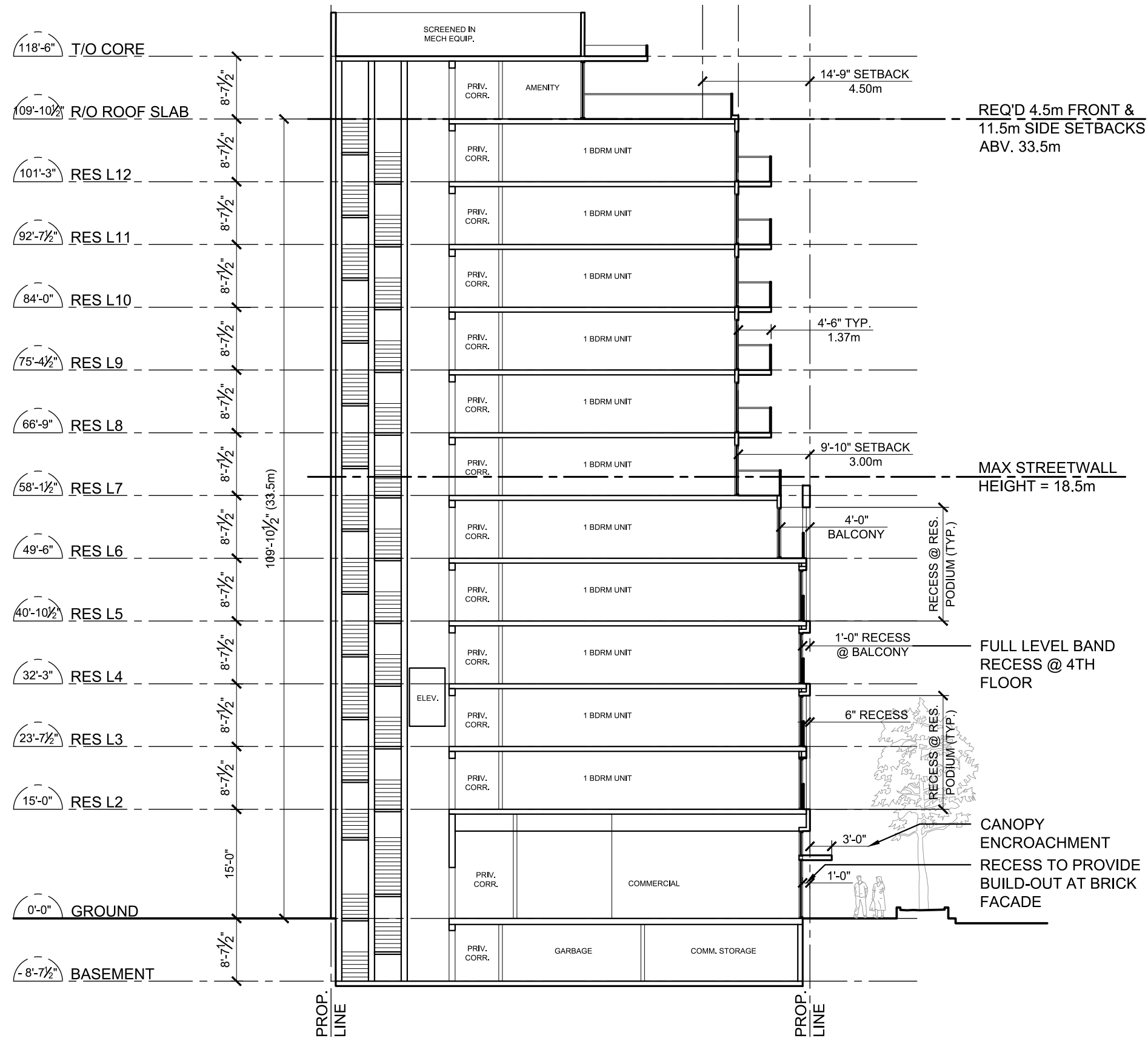
SCALE: 1/16" = 1'-0"

DRAWN BY: CC

DATE: JUN 29 2021

# A-203

# ATTACHMENT A



**1 BUILDING SECTION**  
A-204 1/16"=1'-0"



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CLIENT:

NO.	REVISION	DD/MM/YY
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1	PRE-APP. SPA	13/10/2020

PROJECT :  
1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :  
BUILDING  
SECTION  
FOR REVIEW

C.P.#: 20-16

PROJECT MANAGER: KST

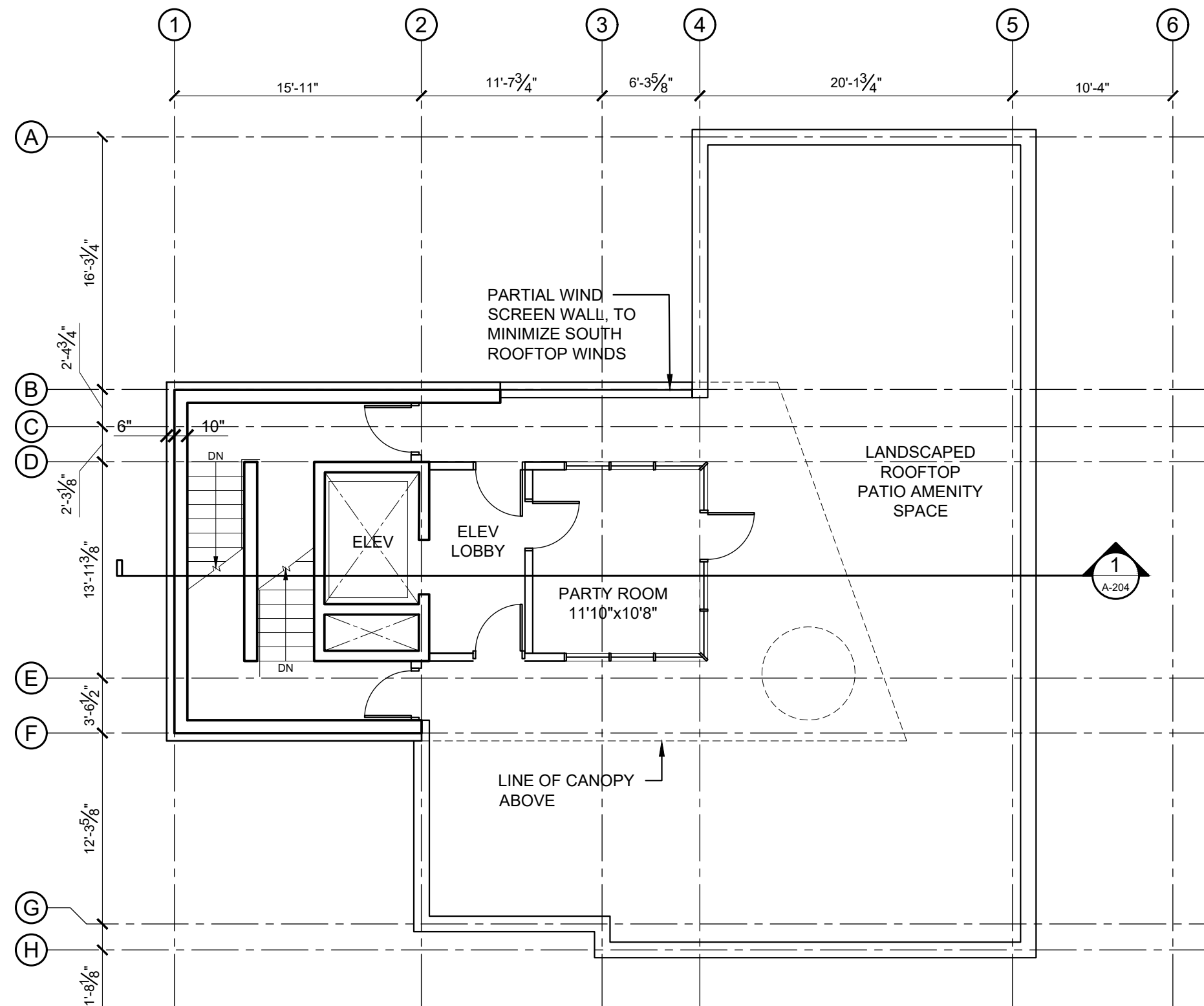
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DATE: JUN 29 2021

# A-204

# ATTACHMENT A



**root**  
ARCHITECTURE

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1	PRE-APP. SPA	13/10/2020
NO.	REVISION	DD/MM/YY

PROJECT :  
1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :  
ROOF  
PLAN  
FOR REVIEW

C.P.#: 20-16

PROJECT MANAGER: KST

SCALE: 1/8" = 1'-0"

DRAWN BY: CC

DATE: JUN 29 2021

**1** ROOF PLAN  
A-107 1/8"=1'-0"

# A-107

# ATTACHMENT B



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1	PRE-APP. SPA	13/10/2020

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

STREET (WEST)  
ELEVATION  
FOR REVIEW

C.P.#: 20-16

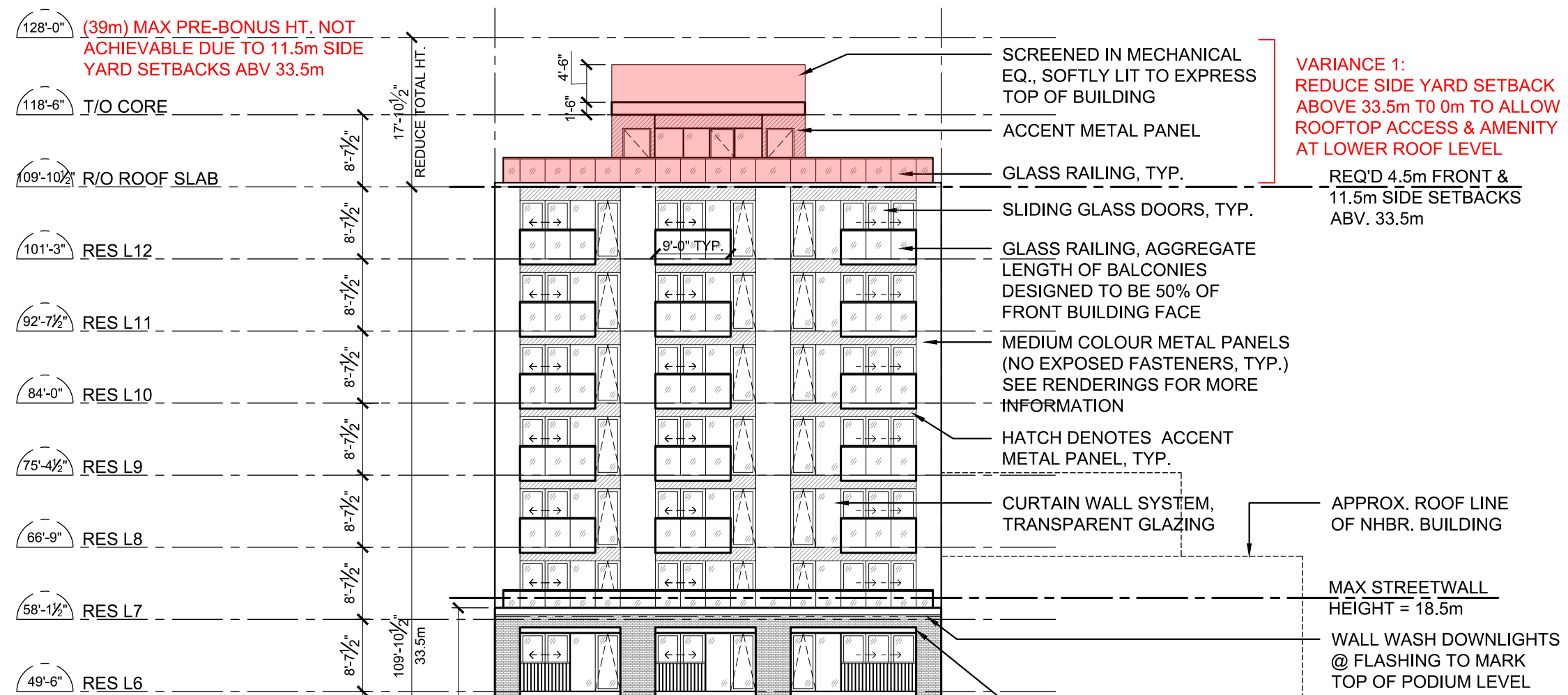
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SCALE: 1/16" = 1'-0"

DRAWN BY: CC

DATE: JUN 29 2021

# A-201v



**1 VARIANCE ELEVATION**  
A-201v 1/16" = 1'-0"

# ATTACHMENT B



## Variance Rationale

We require one minor variance regarding requirement 10(7) of the Land-Use Bylaw, which states “any portion of a high-rise building above a height of 33.5 metres shall be setback 11.5 metres from interior lot lines.”

Based on current bylaws this project is permitted to build to 39m, but due to limited overall site width (16.45m) there is not any ‘buildable area’ above 33.5m considering this required setback. The building roof is therefore placed at 33.5m. At this lower roof level, the intent is to create a ‘top’ to the building, an attractive skyline profile as well as a pleasing roof scape from other adjacent higher properties. The elevator/stair core extends to provide access, and a small penthouse is provided for enclosed amenity space.

To provide these rooftop spaces, we request a variance to reduce the Side Yard setbacks above 33.5m to 0m. Section 3.6.6 (b) of the Design Manual outlines the criteria for a variance of Upper Storey Side Yard Stepbacks, stating “the setbacks requirements of this section may be varied by Site Plan Approval where the height of the building is substantially lower than the maximum permitted building height and the setback reduction is proportional to that lower height.” We believe our proposal satisfies both criteria in this clause as we are lowering the overall height of the building from 39m (not including penthouse) to 33.5m and proposing removing the 11.5m setbacks.



## 1649 BEDFORD ROW

HALIFAX, NOVA SCOTIA

### PEDESTRIAN WIND IMPACT ASSESSMENT

PROJECT # 2100304

SEPTEMBER 28, 2020

#### SUBMITTED TO

**Kendall S. Taylor, MRAIC, LEED  
AP, LEED Faculty**

President

[ktaylor@rootarchitecture.ca](mailto:ktaylor@rootarchitecture.ca)

#### **root architecture inc.**

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#### SUBMITTED BY

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Technical Coordinator

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**Adam Coombs, P.Eng., PMP, LEED Green  
Associate**

Senior Project Manager

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#### **RWDI**

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# ATTACHMENT C

## 1. INTRODUCTION

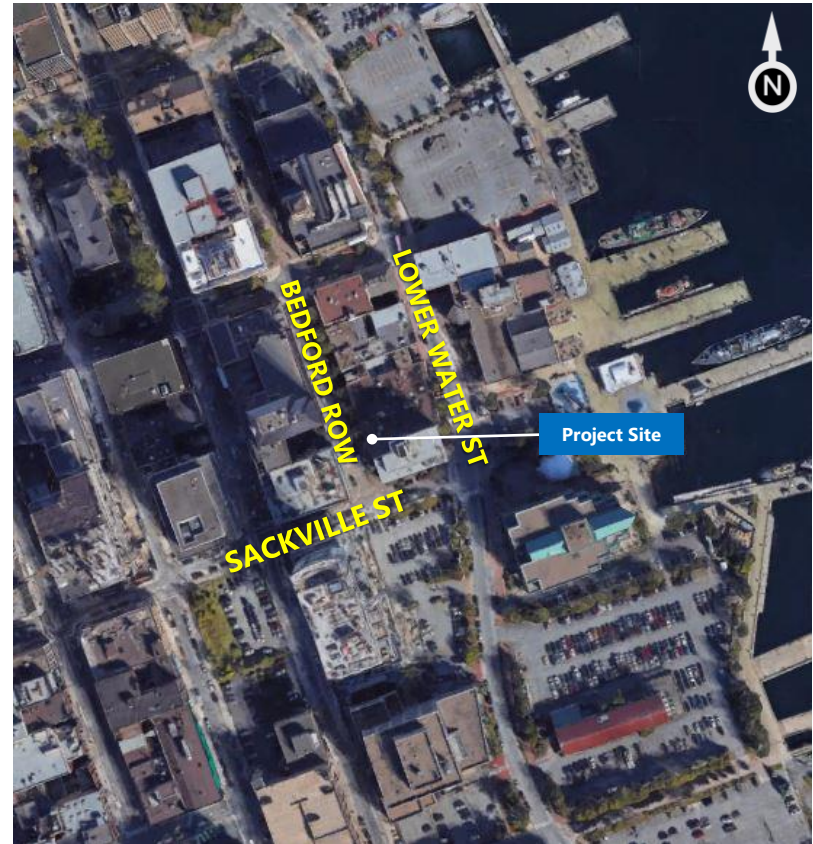


RWDI was retained to assess the potential wind conditions at pedestrian areas on and around the proposed 1649 Bedford Row development located in Halifax, NS (Image 1). The objective of this assessment is to provide a preliminary and qualitative evaluation of the potential wind impact of the project.

We understand that the project consists of an 11-storey (approximately 31 m tall), multi-unit building with a stepped west façade, to be constructed at 1649 Bedford Row in Downtown Halifax. The project is taller than existing surrounding buildings to the east and south and of similar or taller height to buildings in all other directions and will be flanked by the neighbouring buildings to the north, east, and south. Halifax Harbour and Halifax Citadel are approximately 200 m to the east and 400 m to the west, respectively.

Pedestrian areas of interest on and around the project include building main entry on Bedford Row, public sidewalks along Bedford Row, Sackville Street and other nearby streets, and parking lots. A 3D rendering of the project is shown in Image 2 on the following page.

Note that other wind-related issues such as those relating to cladding and structural wind loads, door operability, building air quality, snow drifting and loading, noise, or vibration are not part of the scope of this assessment.



**Image 1: Aerial view of the existing site and surroundings**  
(Credit: Google Earth)



# ATTACHMENT C

## 1. INTRODUCTION

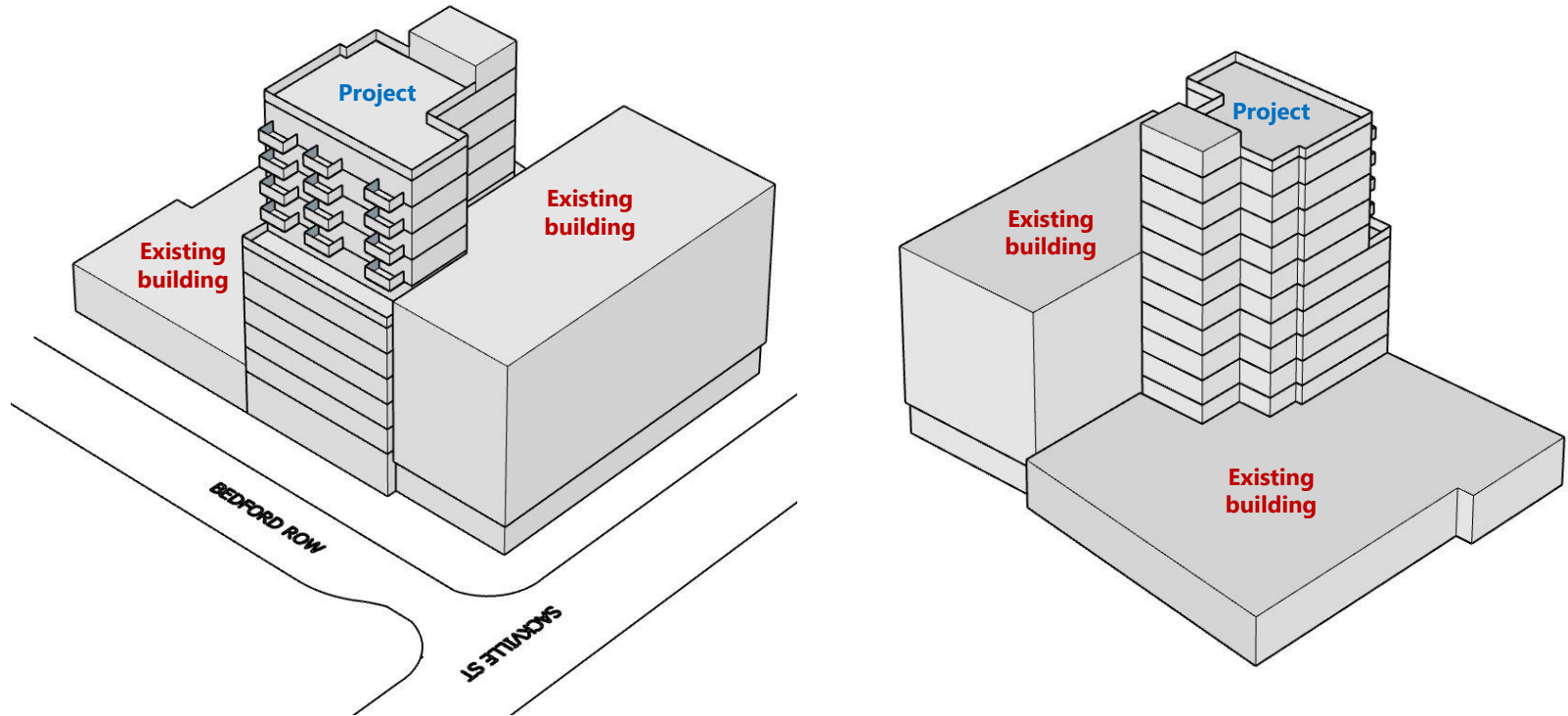


Image 2: Southwest (left) and northeast (right) views of the proposed 1649 Bedford Row project

# ATTACHMENT C

## 2. METHODOLOGY



### 2.1 Objective

The objective of this assessment is to provide an evaluation of the potential wind impact of the proposed redevelopment on pedestrian areas on and around it. The assessment is based on the following:

- 3D e-model of the project received by RWDI on September 14, 2020;
- A review of the regional long-term meteorological data from Shearwater Airport;
- The use of *Orbital Stack*, an in-house computational fluid dynamics (CFD) tool, to aid in the assessment of wind speeds at pedestrian level;
- The use of RWDI's proprietary tool WindEstimator<sup>1</sup> for estimating the potential wind conditions around generalized building forms;
- The RWDI wind comfort and safety criteria which have been adopted by the Halifax Regional Municipality;
- Wind tunnel studies completed by RWDI in Halifax; and,
- Our engineering judgment, experience, and expert knowledge of wind flows around buildings<sup>1-3</sup>.

- 
1. 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.
  2. 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.
  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.

### 2.2 CFD in Urban Wind Modelling

For urban wind modelling, CFD techniques are used to generate a virtual wind tunnel where flows around the site, surroundings and the study building are simulated at full scale. The computational domain that covers the site and surroundings are divided into millions of small cells where calculations are performed, which allows for the "mapping" of wind conditions across the entire study domain. CFD excels as a tool for urban wind modelling for providing early design advice, resolving complex flow physics, and helping diagnose problematic wind conditions. It is useful for the assessment of complex buildings and contexts and provides a good representation of general wind conditions which makes it easy to judge or compare designs and site scenarios.

Gust conditions are infrequent but deserve special attention due to their potential impact on pedestrian safety. At present, the technological advancements available are not ready to quantify the transient behaviour of wind, including wind gusts, quickly and accurately. Therefore CFD, in our opinion, remains a tool for qualitative assessments, and must be used by consultants with extensive experience in wind engineering. In order to quantify the transient behaviour of wind and refine any conceptual mitigation measures, physical scale-model tests in a boundary-layer wind tunnel are typically required.

In the current study, the level of windiness is predicted qualitatively using CFD and the information is associated with pedestrian usability through numerical methods.

# ATTACHMENT C

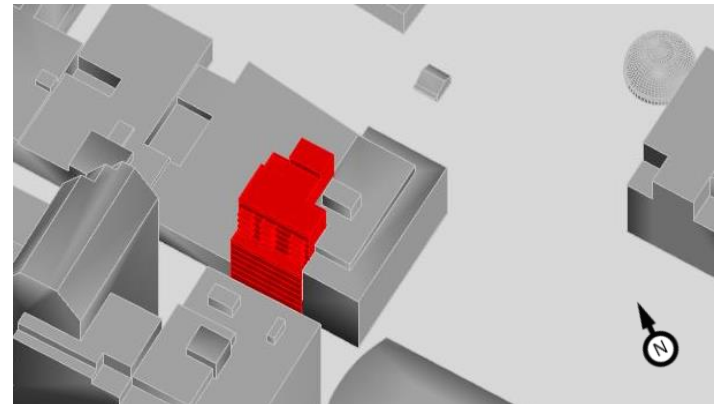
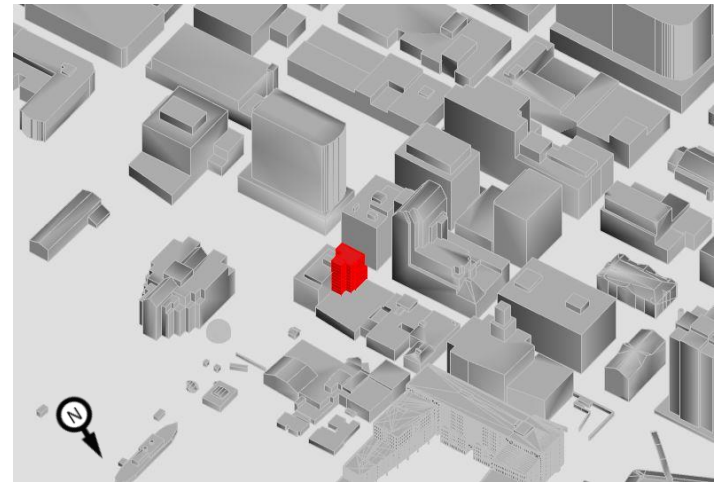
## 2. METHODOLOGY



### 2.3 Simulation Model

Wind flows were simulated using *Orbital Stack*, an in-house computational fluid dynamics (CFD) tool. For the purpose of this computational study, the 3D model of the project and surroundings (Image 3) was simplified to include only the necessary building details that would affect the local wind flows in the area and around the site. Landscaping and other smaller architectural and accessory features were not included in the computer model in order to provide more conservative wind conditions, as is the norm for this level of assessment.

The wind speed profiles in the atmospheric boundary approaching the modelled area were simulated for five key directions: East, Southwest, West, Northwest, and North – see Section 2.4 for a description of the local wind conditions. Wind data in the form of ratios of wind speeds at approximately 1.5 m above concerned levels, to the mean wind speed at a reference height were obtained. The data was then combined with meteorological records obtained from Shearwater Airport for the selected wind directions to determine the quality of wind speeds in the simulated areas.



**Image 3: Computer model of the project and surroundings**

# ATTACHMENT C

## 2. METHODOLOGY



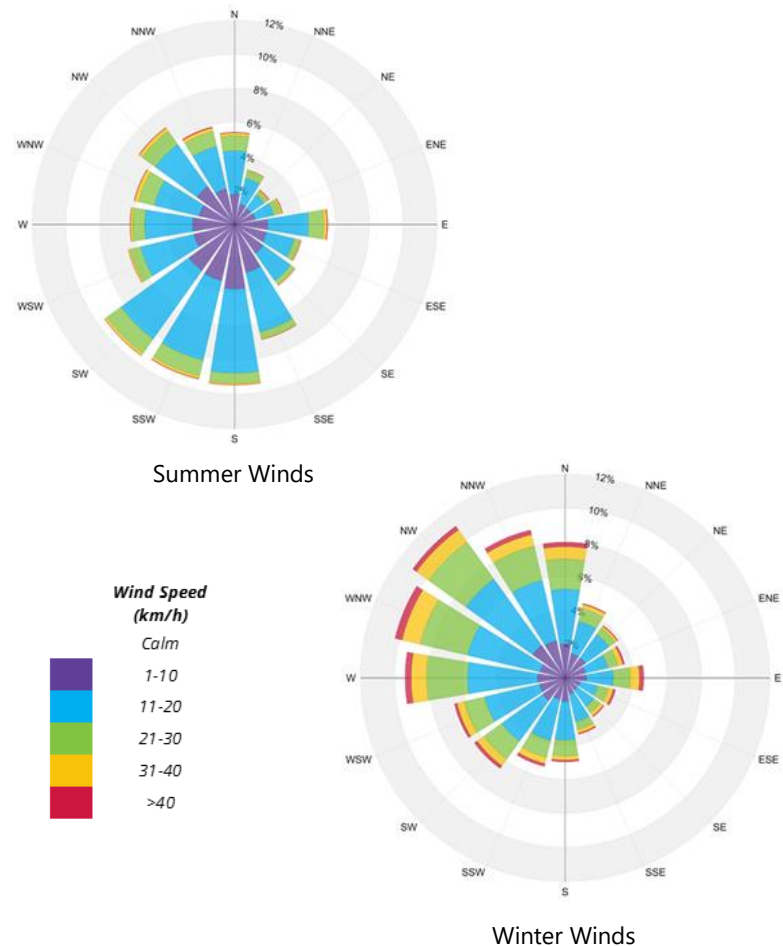
### 2.4 Meteorological Data

Long-term wind data from Shearwater Airport recorded between 1988 and 2018 were used as a reference for wind conditions. The directional distribution of wind frequency and strength for the summer (i.e. May through October) and winter (i.e. November through April) seasons are shown in the wind roses in Image 4.

When all winds are considered, regardless of speeds, winds are most frequent from the south through southwest directions in the summer, as indicated by the upper wind rose. During the winter, the prevailing winds are from the northwest quadrant, as shown by the lower wind rose. Winds from the east are also prevalent in both seasons.

Strong winds of a mean speed greater than 30 km/h measured at the airport, at an anemometer height of 10 m, occur more often in the winter than in the summer.

Winds from the East, South, Southwest, West, Northwest, and North are simulated for the evaluation of wind conditions on and around the proposed development, but winds from all directions have been considered in the numerical analysis to determine the wind comfort and safety levels.



**Image 4: Directional distribution of winds approaching Shearwater Airport (1988–2018)**

# ATTACHMENT C

## 3. 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, building designers, and the city planning communities including the Halifax Regional Municipality. The criteria are as follows:

### 3.1 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 or 9 hours per year, the wind conditions are considered severe.

### 3.2 Pedestrian Comfort

Wind comfort can be categorized by typical pedestrian activities:

- **Sitting ( $\leq 10$  km/h):** Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blown away.
- **Standing ( $\leq 14$  km/h):** Gentle breezes suitable for main building entrances and bus stops.
- **Strolling ( $\leq 17$  km/h):** Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park.
- **Walking ( $\leq 20$  km/h):** Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering.
- **Uncomfortable:** The comfort category for walking is not met.

Wind conditions are considered suitable for sitting, standing, strolling or walking if the associated mean wind speeds are expected for at least four out of five days (**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 (i.e. 10 m height and 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 parking lots and lower wind speeds comfortable for standing are required for main building entrances where pedestrians may linger. Wind speeds comfortable for sitting or standing are also targeted for the upper terrace and balconies.

# ATTACHMENT C

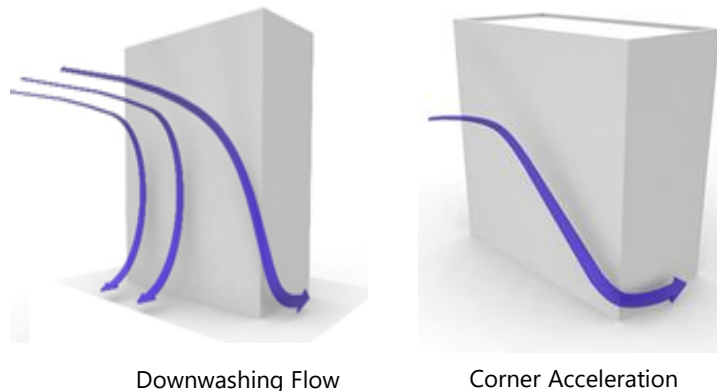
## 4. RESULTS AND DISCUSSION



### 4.1 Wind Flow around Buildings

Buildings that are taller than those in the surroundings tend to intercept and redirect winds around them. The mechanism in which winds are directed down the height of a building is called *Downwashing*. These flows subsequently move around exposed building corners, causing a localized increase in wind activity, referred to as *Corner Acceleration*. In Image 5, these flow patterns are schematically illustrated.

If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity. In contrast, if the building is surrounded by taller structures in major wind directions, limited interactions between the building and local winds are anticipated.



**Image 5: Generalized Wind Flow Patterns**

### 4.2 Simulation Results

The results of the CFD simulations for the five prevailing wind directions assessed, are presented in Images 6 and 7 for the summer and winter seasons, respectively. These reflect colour contours of predicted wind speeds corresponding to a horizontal plane approximately 1.5 m above the concerned level. The quality and relative variation of speeds around the project building are presented using a low-medium-high scale as shown below.



As shown in Images 6 and 7, wind speeds are lower in the winter, than in the summer, due to seasonal climatic variations. Wind speeds around the project are generally low (blue contours) in the summer and winter, particularly for the southwest and northwest directions that are predominant in the summer and winter, respectively.

These results were further analyzed numerically in conjunction with the meteorological data and associated with the comfort categories described in Section 3.2. The expected comfort conditions for the summer and winter seasons, with respect to the prescribed criteria, are presented in Image 8.

# ATTACHMENT C

## 4. RESULTS AND DISCUSSION

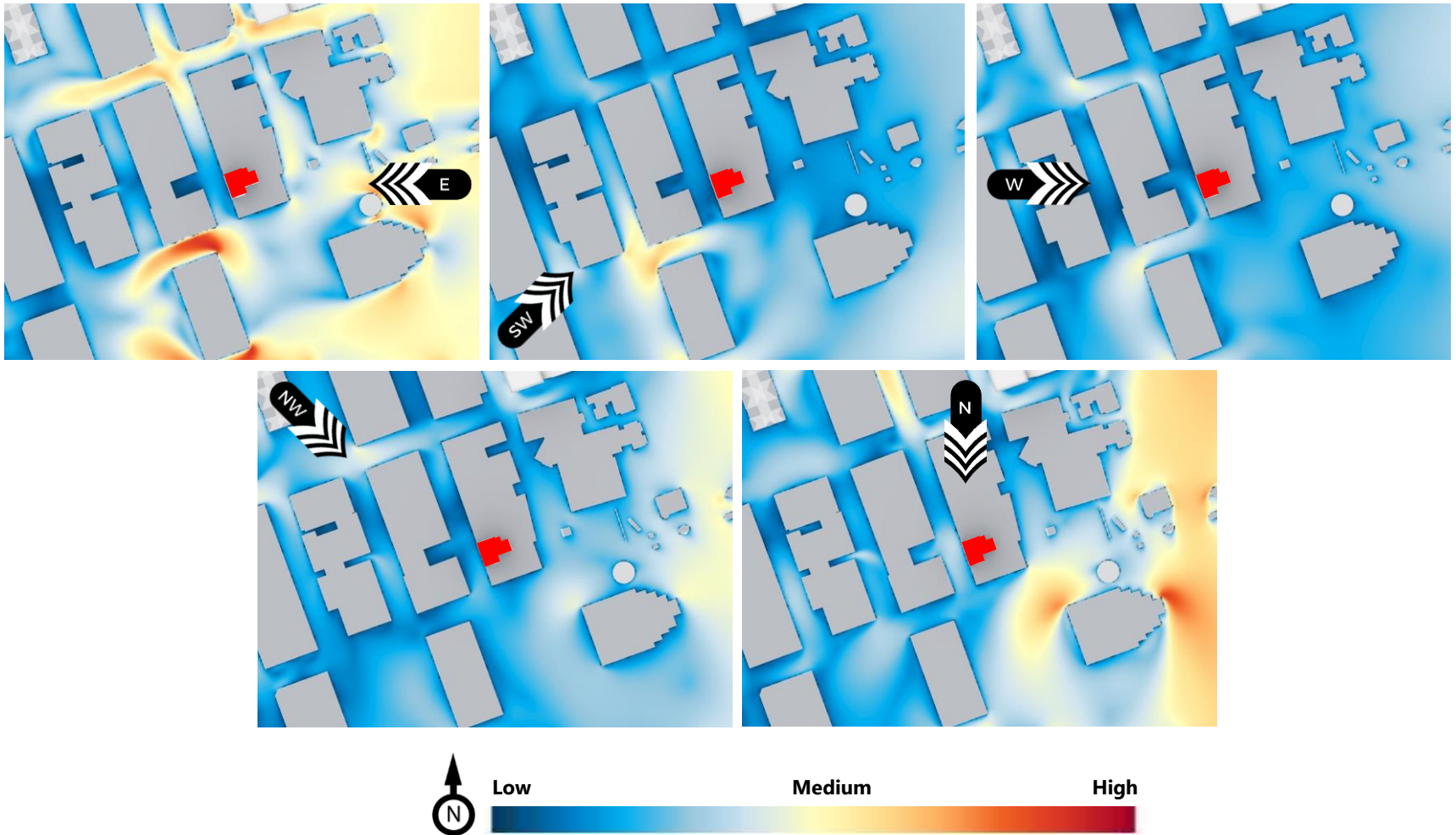


Image 6: Qualitative variation of wind speeds across the project site – Summer (May-October)

# ATTACHMENT C

## 4. RESULTS AND DISCUSSION

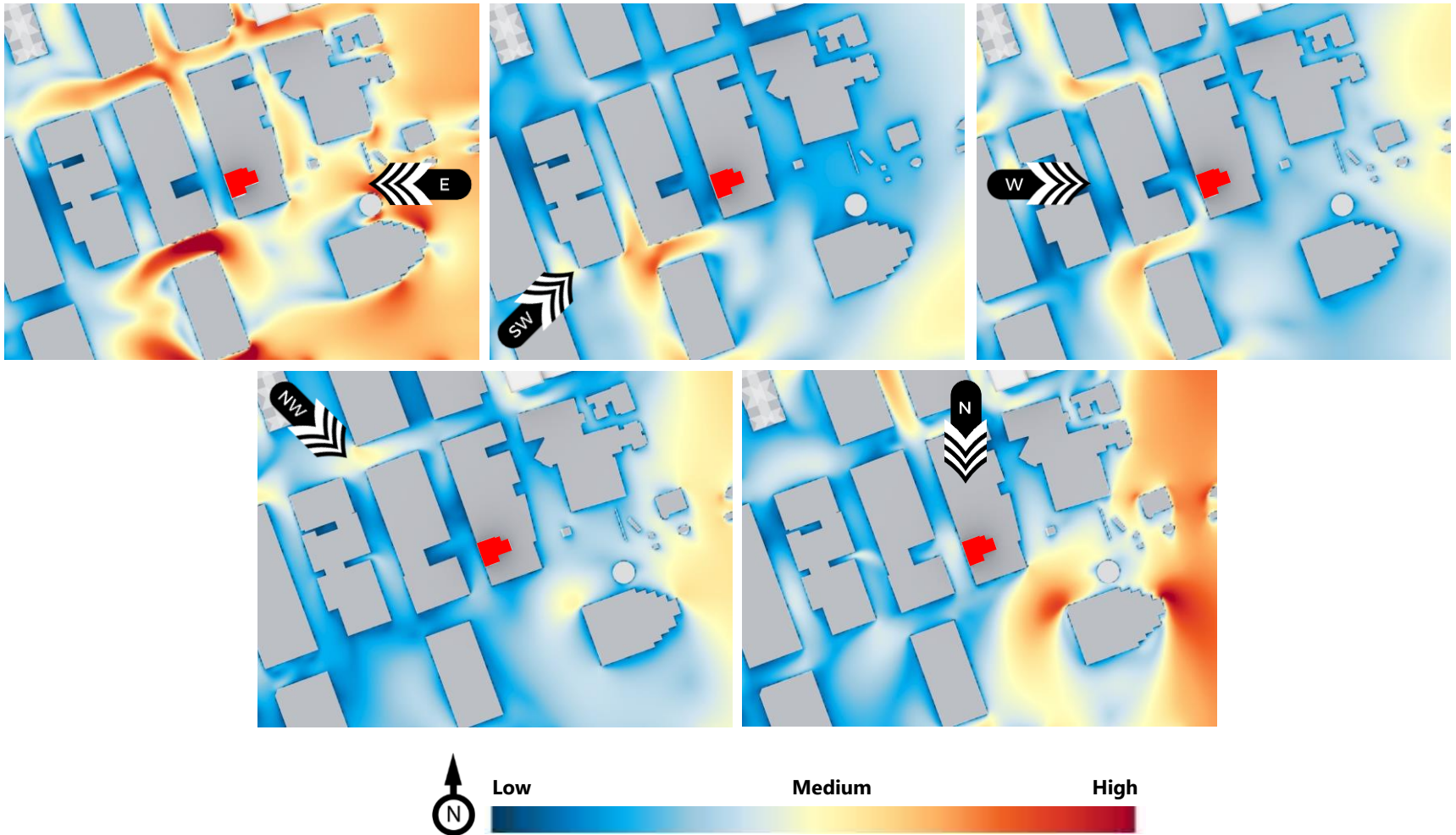


Image 7: Qualitative variation of wind speeds across the project site – Winter (November-April)






# ATTACHMENT C

## 4. RESULTS AND DISCUSSION



### COMFORT CATEGORIES

-  Sitting / Standing
-  Strolling / Walking
-  Uncomfortable / Unsafe

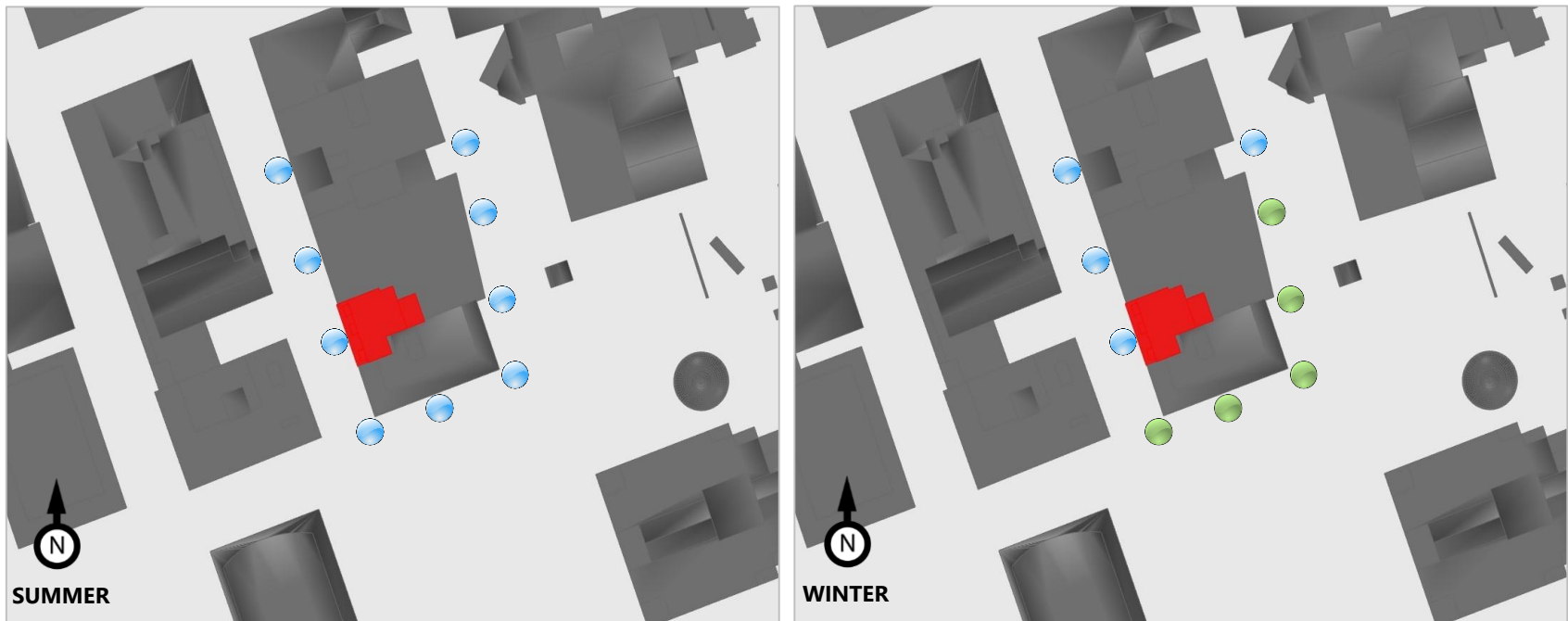


Image 8: Predicted wind comfort conditions - Summer (left) and Winter (right)

# ATTACHMENT C

## 4. RESULTS AND DISCUSSION



### 4.3 Pedestrian Safety

Wind speeds at all areas around the proposed redevelopment are anticipated to meet the safety criterion.

The proposed project benefits from several positive features from a wind perspective:

- Dense surroundings of similar or taller heights in major wind directions which help shelter the site from direct exposure to the winds. This effect can be seen in Images 7 and 8 for winds from southwest, west, northwest, and north.
- The project flanking the neighbouring buildings to the north, east, and south sides. By eliminating the possibility of corner acceleration, this connections will help reduce the negative impacts of the construction of a taller structure on the site.
- The low roof of the existing 2-storey building adjacent to the project. The project is most exposed to the east winds and the low roof will disrupt and deflect the downwashed east winds from reaching the ground level on Lower Water Street.
- The location of the Level 7 terrace and upper balconies on the west side which is sheltered from winds by the taller surrounding buildings.

These features, combined with low-moderate wind activity in the area are attributed to the low wind speeds around the project.

### 4.4 Pedestrian Comfort

#### 4.3.1 Grade Level

Due to the low-moderate wind activity in the vicinity of the project, and the favorable features in the building massing and surroundings, overall, appropriate wind conditions are predicted along the sidewalks of Bedford Row, Sackville Street, and Lower Water Street throughout the year. During the summer season, winds are expected to be comfortable for sitting or standing, and in the winter the seasonally stronger will result in conditions comfortable for standing or strolling on the sidewalks. These conditions are suitable for the intended use of the areas and are likely similar to those that exist in the area currently. Appropriate wind conditions are also expected at the main entry location of the project on the west side.

Note that the proposed development is not expected to impact the existing wind environment in the extended surrounding areas, including the parking lots.

# ATTACHMENT C

## 4. RESULTS AND DISCUSSION

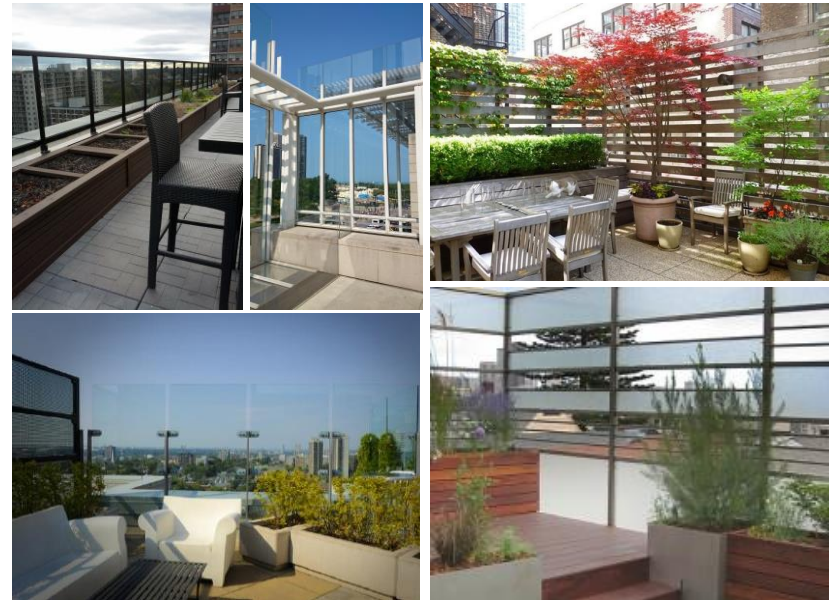


### 4.3.2 Above-Grade Levels

This discussion focuses on the summer season when the outdoor spaces are anticipated to be used for passive activities.

As previously discussed, the location of Level 7 terrace and balconies along the west façade is a positive design feature, because of the protection from the western winds provided by the neighbouring and distant tall surrounding buildings. Wind speeds on the Level 7 terrace and balconies are expected to be conducive to passive use most of the time in the summer.

Winds are expected to accelerate throughout the rooftop patio due to the direct exposure at higher elevations. Thus, the resultant wind speeds are anticipated to be slightly higher than those comfortable for passive use in the summer. To lower the wind speeds, it is recommended to increase the parapet height along the south perimeter of the terrace or add features such as landscaping or screens (portable, if desired) to reduce exposure. The recommended height for these features, for good wind control efficacy, is 2 m. Alternatively, such features may be added around designated seating and gathering areas, instead of the edge of the terrace for more localized protection. Note that the addition of similar portable features on the Level 7 terrace and balconies will enhance wind comfort on particularly windy days. Examples of application of these solutions are shown in Image 9.



**Image 9: Examples of wind control features applicable to the rooftop patio**

# ATTACHMENT C

## 5. CONCLUSION



RWDI was retained to provide an assessment of the potential pedestrian level wind impact of the proposed project at 1649 Bedford Row project in Halifax, NS. Our assessment was based on the local wind climate, the design of the proposed developments, the existing surroundings and terrain, computational modeling to simulate wind flows, and our wind tunnel experience for similar projects in the area.

Appropriate wind comfort conditions are predicted along the sidewalks of Bedford Row, Sackville Street, and Lower Water Street throughout the year. The predicted wind speeds are expected to meet the pedestrian wind safety criterion. Wind conditions at ground level around the project and extended surroundings are likely to remain like those that currently exist.

Higher wind activity than desirable for prolonged passive use is expected on the rooftop patio, which can be mitigated by employing appropriate wind control measures. Wind conditions on the balconies and Level 7 terrace on the west façade are expected to be appropriate for passive use most of the time in the summer season when these areas will be used frequently.

# ATTACHMENT C

## 6. APPLICABILITY OF RESULTS



The assessment presented in this report is for the proposed 1649 Bedford Row project in Halifax, NS, based on the information provided by the design team on September 14 (listed in the table below).

In the event of any significant changes to the design, 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. It is the responsibility of others to contact RWDI to initiate this process.

INFORMATION	TYPE	DATE RECEIVED (mm/dd/yyyy)
MASSING STUDY - SEP 14 2020	SketchUp	09/14/2020

## **SITE PLAN APPROVAL APPLICATION CHECKLIST**

### **Case 23185 - 1649 Bedford Row**

#### **ITEMS**

***1 through to 11 are shown on the drawings submitted and as per attached***

#### **12: View Plane / Waterfront View Corridor Confirmation Plan**

Confirmation of the above requirements was conducted by Design Point Engineering & Surveying. Refer to the attached Plan of Retracement Survey in Appendix A.

#### **13: Design Rationale**

##### **13.1 General Considerations**

Bedford Row ranks as one of the most unique pedestrian friendly streets within the downtown core. Along its entire streetscape you will find several iconic heritage buildings along with a mixture of contemporary and restoration projects. The existing trees and planters provide a unique identity and scale to the street that needs to be preserved.

The buildings along the street range in height from 2 storeys (east side) to 15 storeys (west side). The intent of this design is to fit into the established context but also enhance street life with a vibrant commercial space as well as welcoming and prominent entranceways on the ground floor. The extra wide sidewalk on the east side of Bedford Row provides a lot of character to the site and we envision this becoming a visual extension of the ground floor commercial space. The opportunities for 'spill-out activities' are endless on this street and will be taken advantage of with high levels of transparency, operable windows and residential balconies just above.

With a small building footprint, the project was limited to 12 storeys with the stepback occurring at the 7th floor. We have further articulated the lower façade, with indentations relating to residential units providing depth and variation to the streetwall. A strong horizontal band reveal exists at the top of the third level to pay respect the height of adjacent historic buildings on Bedford Row. At the 6th floor podium, the floor plan recesses to provide for exterior balconies; this feature provides more depth and will allow the roof to open up and provide a subtle 'top' to the podium façade. We envision a soft nighttime lighting system to further enhance this aspect of the design. The lighting would not spill out of the property but simply provide a soft glow.

## 13.2 Design Manual

### **2.4 Lower Central Downtown-applicable objectives**

- Mixed-Use High-Rise Infill is being proposed
- No Surface Parking or vacant sites
- The entire Streetscape will be animated and transparent
- Weather protected sidewalks will be located at the entries to the residential and commercial
- Emergence of Bedford Row in 2020 as an important pedestrian street
- Respect Heritage properties North of the site

### **3.1.1 Streetwall**

- The new streetwall aligns with and maintains the continuity of existing.
- We do not have parking nor do we have any walls with garage doors creating blank façades.
- Garbage will be stored in the basement and accessed through a single person door.
- We are also close to a 1:1 ratio which is desirable within the design guidelines.

### **3.1.2 Setback**

- We are maintaining the current setback to align with adjacent buildings.

### **3.1.3 Streetwall Height**

- The streetwall height is 18.1 m. The floor-to-floor height of the ground floor commercial is 4.57m.

### **3.2.1 Design of the Streetwall**

- Being that the site is only 16.45m wide, we feel that this infill project is in itself creating the fine-grained character that is desired by HRM in the Downtown area. On top of this, a minor vertical rhythm is established, through the three vertical divisions along the entire façade, evident in the brick framing.
- The same can be said for the storefront, as the small site inherently only allows a ±35' glazed storefront. Dividing this any further would hinder the functionality of the commercial space.
- The brick façade is broken down into smaller horizontal sections, with a reveal level intended to match the scale of the historic two & three storey facades at the north end of the street.
- The Streetwall occupies 100% of frontage and is being designed up to 75% transparent
- At street level we envision upscale glazing and aluminum panelling.
- The upper levels will open to the street with operable windows, doors, and railings.
- At grade, no blank walls or utility functions will occur. A single service door will be provided to gain access to the basement and to provide fire exiting.

### **3.2.2 Building Orientation and Placement**

- The orientation and fenestration of the building is focused westerly towards Bedford Row. This is partly due to its unique pedestrian quality but also because the adjacent properties may eventually become developed and views would be limited on the other three facades. We have approached the design of the building in both the short term and long term assuming that all

adjacent property owners may develop their properties and we would be surrounded on three sides.

- During the time prior to any adjacent development, we have detailed the facades on three interior lot lines to provide visual interest and to not exist as blank walls to the city and on the skyline.

### **3.2.3 Retail Uses**

- The retail floor will have its own identity on the street along with transparent glazing and the ability to take full advantage of this great urban space directly in front of the property.

### **3.2.4 Residential Uses**

- The residential levels will be accessed through a common entry point clearly defined at grade level.
- Residential units are framed with masonry at the streetwall level providing a greater sense of enclosure and warmth while being finished with contemporary glazing and aluminum panel.

### **3.3.1 Building Articulation**

- Base/Middle/Top are clearly exhibited in the façade design, as materiality of Ground Floor/Streetwall/Above Floors vary to define these as separate parts. Roof Canopy/Top added at penthouse level.
- Variety in building faces & quality of materials consistent to downtown context, while paying homage to historical properties. Refer to 3.2.1 for notes on vertical and horizontal articulation.

### **3.3.1 & 3.3.2 Blank Wall Treatment at Interior Lot Lines**

- Façades at interior lot lines were developed in conjunction with the street facing façade, to wrap materials to the exposed sides as well as develop a harbourside façade that varies to provides visual interest facing all public spaces.
- Windows are proposed on the North and South facades at interior lot lines that can be altered in the future when neighbouring developments begin. These windows will require fire shutters to provide fire resistance in the interim.
- See precedent images below for the proposed material variation on the harbour facing elevator and stair core façade. The intention for that portion of the building is to maintain a consistent colour but provide interest with three different panel sizes that appear in a controlled pattern, as shown on renders.





### **3.3.2 Materials**

- The upper floors of the streetwall are framed in a masonry in keeping with the adjacent historic buildings. Materials wrap around north side of building to provide visual interest on primarily blank wall at neighbouring lot line, see renderings.
- Within the residential 'picture frames' is extensive glazing to bring lightness and life to the façade. The glazing panels are recessed providing variety and depth to the façade.
- The upper levels of the building will continue with a combination of glazing and metal panel materials.
- In total, four materials are used in Masonry, Metal Panels (Two Colours), finished Concrete (Lintels and Balconies), and Glazing. We feel this is adequate as a contemporary masonry building in this urban context. Masonry will be high quality material. Glazing will not be darkly tinted or mirrored in this project.

### **3.3.3 Entrances**

- Entries to the residential and commercial spaces will be protected by an awning complete with signage enhancing the human scale of the building.

### **3.3.4 Roof Line and Roofscapes**

- All flat roofs will be landscaped and will address wind issues as described in the Wind Impact Assessment in Appendix A.
- Parapets will continue around the upper roof and allow for expansive views to the harbour.

### **3.5.4 Lighting**

- Horizontal band lighting will exist at top of masonry podium to allow a moderate wall-wash to display the quality of brick material as well as highlight the recessed façade areas. Field cut-off fixtures will be used to avoid light trespassing onto neighbours.
- At the top of elevator/stair core, the design provides a screened in area for mechanical equipment. This is designed to have some permeability, either in perforations or reveals between panels. The intent is to softly light this element to mark the top of building.
- Subtle down-lighting for the entries will also exist in underside of canopies at grade level as well as some illumination from the commercial signage above.
- Considerable brightness will be achieved with the function of ground floor commercial, further illuminating and activating the dark street at night.

## **13.3 Variances**

We require one minor variance regarding requirement 10(7) of the Land-Use Bylaw, which states "any portion of a high-rise building above a height of 33.5 metres shall be setback 11.5 metres from interior lot lines."

Based on current bylaws this project is permitted to build to 39m, but due to limited overall site width (16.45m) there is not any 'buildable area' above 33.5m considering this required setback. The building roof is therefore placed at 33.5m. At this lower roof level, the intent is to create a 'top' to the building, an attractive skyline profile as well as a pleasing roof scape from other adjacent higher properties. The elevator/stair core extends to provide access, and a small

penthouse is provided for enclosed amenity space. To provide these rooftop spaces, we request a variance to reduce the Side Yard setbacks above 33.5m to 0m.

Section 3.6.6 (b) of the Design Manual outlines the criteria for a variance of Upper Storey Side Yard Setbacks, stating “the setbacks requirements of this section may be varied by Site Plan Approval where the height of the building is substantially lower than the maximum permitted building height and the setback reduction is proportional to that lower height.”

We believe our proposal satisfies both criteria in this clause as we are lowering the overall height of the building from 39m (not including penthouse) to 33.5m and proposing removing the 11.5m setbacks.

### **14: Servicing Schematics**

Servicing Schematic was conducted by Design Point Engineering & Surveying. Refer to the attached Servicing Schematic in Appendix A

### **15: Traffic Impact Study**

This will be a 100% infill project and does not require parking as per the Downtown LUB. It is envisioned that there will not be any impact on traffic due to this project.

### **16: Wind Impact Statement**

A comprehensive wind impact study was conducted by specialist consultants RWDI Engineering and Scientists. Refer to the attached Wind Impact Assessment in Appendix A

### **17: Heritage Impact Statement**

The subject property is not within a Heritage Conservation District nor will it abut or renovate a Heritage property as defined in the Heritage By-Law.

## Public Engagement Summary

As per the completed Downtown Halifax Site Plan Approval Form, all required public consultation was performed after Pre-Application Approval for 1649 Bedford Row, following the protocol outlined in HRM's COVID-19 Augmented Public Engagement FAQ sheet:

- A *Development Proposal Sign* was created to provide information on the development at Bedford Row Street frontage, including case number, applicant, building description, contact information for comments and website address were provided. This signage was installed on-site on May 28<sup>th</sup>, 2021.
- *Public Kiosks* were installed at designated HRM locations in consultation with Planner Dean MacDougall (regarding specific site closures due to COVID-19). One public kiosk was installed at the project site, with a second installed at the HRM Bayers Road Customer Service Area (7071 Bayers Road, 2<sup>nd</sup> Floor). These kiosks provided a project and development description, as well as proposal renderings, information on the virtual open house and contact information for comments and/or questions. These Kiosks were also installed on May 28<sup>th</sup>, 2021
- A *Newspaper Advertisement* was created in The Chronicle Herald, under the municipal notice section on Saturday, May 29<sup>th</sup>, 2021, which provided information on the development, contact information to submit comments and the date of the virtual open house. This process was undergone through submitting information to the Planner Dean MacDougall, to be forwarded to the newspaper.
- The dedicated *Project Webpage* has been live since May 28<sup>th</sup> at [rootarchitecture.ca/1649bedfordrow](http://rootarchitecture.ca/1649bedfordrow). There, similar information is provided to the Public Kiosks - development information and description, contact information for comments and virtual open house information.
- A *Virtual Open House* was organized and open to all members of the public, held on June 16<sup>th</sup> from 7-9pm. A slideshow was presented, with questions or comments to follow; the meeting remained open for the full two-hour time slot.

To summarize, the overall Public Consultation process:

- Began on Friday, May 28<sup>th</sup>, 2021, with
- A Virtual Open House held on Jun 16<sup>th</sup>, 2021, from 7-9 pm, and
- Ending on June 30<sup>th</sup>, 2021, as the two-week deadline for receiving comments ended.

During the Virtual Open House, there were no attendees, but there were two comments in email form that followed within the next weeks. Please find these emails attached in Appendix A.

# ATTACHMENT D

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**From:**  
**Sent:**  
**To:** Connor Clark  
**Cc:**  
**Subject:** 1649 bedford row project

Hello:

I happened to be walking downtown yesterday evening and spotted signage for the proposed redevelopment of 1649 Bedford row.

I am recently moved from Toronto and I have to comment that the proposed rendering left me uninspired. At least the street level portion at grade, reminds me so much of the horrible trend of glass and steel, minimalist, boring, cookie cutter, step and repeat make it cheap and fast garbage that dominates much of the construction going on. It is ruining the warmth and interest that Toronto had and now it is rearing it's head here too I see.

The existing building, while a little heavy is more interesting than what I see in the proposal. At the very least the brick facade should be incorporated to the grade or other such to tie into and compliment the overall design.

Halifax is a rich and interesting place, the sterilization of its architecture has to stop.

One of the reasons tourists come to Halifax and other cities like it, is for its charm and interesting, historic buildings and waterfront.

I see more and more commercial banality in design and built form, its depressing, we can and should do better.

Thanks, Terry Dalton

# ATTACHMENT D

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**From:**  
**Sent:** June 23, 2021 5:30 PM  
**To:** Connor Clark  
**Subject:** 1649 Bedford Row

Dear Sir;

You and your staff were kind to send me a hard copy of the "Site plan Application" that was subject to a virtual public meeting last Friday. I was not able to attend in that my access to the internet at the Central library was closed at the critical time. Helas.

I appreciated the mailing and I certainly found it helpful to see the proposed "niche" building i.e. it fits into the Niche that The Wall restaurant offers you. I offer just a few comments:

a) I appreciate that you will not have the blank wall that Mr. Ralph Medjuck's first building has offered us on Bedford Row for over fifty years. Your use of fire shutters on the north and, to a lesser degree, on the south, elevations are welcomed and I hope that the occupants will get to appreciate the windows for many years.

b) I do not think you tell us whether the 33 units are rental, or condo, units and I am curious and so will be the staff and public who view the package as to goes to HRM for formal approval.

c) Your client is identified as a numbered company "3333257 N. S. Limited". You should alert your client that numbered companies in N.S. are always viewed with some suspicion even tho' all N.S. Registered firms indeed all have a unique number. Persons always appear a bit suspicious as they tell you "It's a numbered company". I would use their name "1649 Bedford Row Ltd" or at least on the front page or on the final page list the three registered officers of the sponsor/owner of the project.

d) I would discretely number the pages so that a council member can refer to a page number in a query. On p. [6] labeled "design precedent" there are nine images of what I think are local precedents but even tho' those looking at the package are apt to be from Halifax they may not always know the buildings' names and locations. You have room for brief captions below each image to rectify this small problem and I do suggest that such information will be of use to the likes such as me.

e) Drawing A-201v has possible upper limit to the building heights that are cited as "Not Achievable due to 11.5 m side yard setbacks ... and two other restrictions" on the south and in the centre. The drawing is cited as "Variance Elevation". It is not clear to me whether you are seeking an HRM Regional Council variance to extend the building's roof lines up to the red lines, or whether the red lines have no relevance to the actual application that you intend to submit.

f) Drawings A-301 and A-302 are cited in the top left corner as "Skyline Renders". I am not an architect but it seems to me that a near vertical view of the buildings location with the June 21 and December 21 shadows that would be cast is not a "skyline rendering" but rather a map of the Shadows that will be cast on the two dates.

g) the back of your building may face the waterfront and The Maritime Museum of the Atlantic for a good many years before something else is built that will hide your eastern blank facades. Should some thought be

# ATTACHMENT D

given to possible dressing these blank walls with some artistic or marine message that will speak to those who will look up and consider your easterly elevation?

Thank you for seeing the "Site Plan Application" into my hands and for a chance to make what I hope are useful comments.

Regards

Alan Ruffman  
President  
Geomarine Associates

<b>Attachment E - Design Manual Checklist: Case 23725</b>				
<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
<b>2</b>	<b>DOWNTOWN PRECINCT GUIDELINES</b> (refer to Map 2 of the LUB)			
<b>2.4</b>	<b>Precinct 4: Lower Central Downtown</b>			
	The following general criteria shall apply:			
2.4(a)	Allow for mixed-use high-rise infill development on large opportunity sites.	Yes		
2.4(b)	Prohibit new surface parking lots of any kind.	Yes		
2.4(c)	Ensure that existing surface parking lots and vacant sites are developed.		✓	
2.4(d)	Vacant sites shall be developed in a way that provides a continuous streetwall and uninterrupted pedestrian experiences.		✓	
2.4(e)	The precinct is to be characterized by animated streetscapes.	Yes		
2.4(f)	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Yes		Canopy provided over entry
2.4(g)	East-west streets shall continue to provide views between the Citadel and the Harbour.		✓	
2.4(h)	Extensions of east-west streets between Lower Water Street and the Harbour are required as key.		✓	
2.4(i)	Establish the George Street and Carmichael Street corridor as a major east-west pedestrian connection, given the linkage between the Town Clock, the Grand Parade, and the Harbour.		✓	
2.4(j)	To ensure that the Halifax Harbour walk is of a width and quality to be an important open space linkage with other precincts.		✓	
2.4(k)	Ensure that Lower Water Street shall be developed with a continuous streetwall and public realm design that emphasizes its meandering qualities and its emergence as an important street.		✓	
2.4(l)	To retain isolated heritage properties and protect them from inappropriate redevelopment.		✓	
2.4(m)	New waterfront development shall adhere to Section 2.10 of the Design Manual.		✓	
<b>3.1</b>	<b>THE STREETWALL</b>			
<b>3.1.1</b>	<b>Pedestrian-Oriented Commercial</b> (refer to Map 3 of the LUB)			

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Section	Guideline	Complies	N/A	Discussion
3.1.1(a)	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	Yes		Site is only ~16.5m wide and therefore one retail space is provided and acceptable.
3.1.1(b)	High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).	Yes		
3.1.1(c)	Frequent entries.	Yes		Site is only ~16.5m wide therefore acceptable that only one retail space is provided. There are two entry's and two exits each for residential and commercial uses.
3.1.1(d)	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		Canopy provided over entry
3.1.1(e)	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.		✓	Retail use can accomplish this through licensing program.
3.1.1(f)	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.		✓	
<b>3.1.2</b>	<b>Streetwall Setback</b> ( <i>refer to Map 6 of the LUB</i> )			
	To reinforce existing and desired streetscape and land use characteristics, streetwall placements are therefore categorized according to the following setback standards (see Map 6 of the Land Use By-law):			
	<ul style="list-style-type: none"> <li>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.</li> </ul>	Yes		
	<ul style="list-style-type: none"> <li>Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial</li> </ul>		✓	



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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
	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.			
	<ul style="list-style-type: none"> <li>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.</li> </ul>		✓	
<b>3.1.3</b>	<b>Streetwall Height (refer to Map 7 of the LUB)</b>			
	<p>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.</p> <p>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.</p>	Yes		
<b>3.2</b>	<b>PEDESTRIAN STREETSCAPES</b>			
<b>3.2.1</b>	<b>Design of the Streetwall</b>			
3.2.1(a)	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		Vertical and horizontal rhythm is achieved through fenestration, material change, and colour.
3.2.1(b)	The streetwall should generally be built to occupy 100% of a property's frontage along streets.	Yes		
3.2.1(c)	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between	Yes		Width of ROW is ~15m but LUB

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Section	Guideline	Complies	N/A	Discussion
	streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey stepbacks.			permits street wall height of 18.5m.
3.2.1(d)	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	Yes		Not in area of contiguous heritage resources however there are heritage properties located on the other end of street. These heritage buildings are of varying street wall heights. To compliment these resources brick building material is proposed on streetwall and the reveal level is intended to match the lower two & three storey historic facades.
3.2.1(e)	Streetwalls should be designed to have the highest possible material quality and detail.	Yes		
3.2.1(f)	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes		
3.2.1(g)	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		
<b>3.2.2</b>	<b>Building Orientation and Placement</b> <i>(refer to Maps 8 and 9 of the LUB)</i>			
3.2.2(a)	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	Yes		
3.2.2(b)	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. Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.		✓	

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
3.2.2(c)	Sideyard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.	Yes		
<b>3.2.3</b>	<b>Retail Uses</b> (refer to Map 3 of the LUB)			
3.2.3(a)	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.		✓	
3.2.3(b)	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.	Yes		
3.2.3(c)	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.		✓	
3.2.3(d)	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes		
3.2.3(e)	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes		
3.2.3(f)	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.	Yes		
3.2.3(g)	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.	Yes		Evaluated at permitting according to the LUB regulations.
<b>3.2.4</b>	<b>Residential Uses</b>			
3.2.4(a)	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.		✓	
3.2.4(b)	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance	Yes		Residential units are accessed through ground level

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Section	Guideline	Complies	N/A	Discussion
	should be clearly recognizable from the exterior through appropriate architectural treatment.			common entrance that is recessed and clearly distinguishable from rest of ground level façade.
3.2.4(c)	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.		✓	
3.2.4(d)	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes		
3.2.4(e)	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.		✓	
3.2.4(f)	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	Yes		Concrete building
<b>3.2.5</b>	<b>Sloping Conditions</b>			
3.2.5(a)	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.		✓	
3.2.5(b)	a. Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.		✓	
3.2.5(c)	Provide windows, doors and other design articulation along facades; blank walls are not permitted.		✓	
3.2.5(d)	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.		✓	
3.2.5(e)	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.		✓	

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Section	Guideline	Complies	N/A	Discussion
3.2.5(f)	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.		✓	
3.2.5(g)	Flexibility in streetwall heights is required in order to transition from facades at a lower elevation to facades 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.		✓	
<b>3.2.6</b>	<b>Elevated Pedestrian Walkways</b>			
3.2.6(a)	Not be constructed in a north-south direction such that they block views up and down the east-west streets in the downtown.		✓	
3.2.6(b)	Not be more than a single storey in height.		✓	
3.2.6(c)	Strive to have as low a profile as possible.		✓	
3.2.6(d)	Be constructed of highly transparent materials.		✓	
3.2.6(e)	Be of exceptionally high design and material quality.		✓	
<b>3.2.7</b>	<b>Other Uses</b>			
3.2.7(a)	Non-commercial uses at-grade should animate the street with frequent entries and windows.		✓	
<b>3.3</b>	<b>BUILDING DESIGN</b>			
<b>3.3.1</b>	<b>Building Articulation</b>			
3.3.1(a)	<p>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.:</p> <ul style="list-style-type: none"> <li>• <b>Base:</b> 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.</li> <li>• <b>Middle:</b> The body of the building above the base should contribute to the physical and visual quality of the overall streetscape.</li> <li>• <b>Top:</b> The roof condition should be distinguished from the rest of the building and</li> </ul>	Yes		Clearly defined base and middle with the top defined through the penthouse design and landscaping.

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Section	Guideline	Complies	N/A	Discussion
	designed to contribute to the visual quality of the skyline.			
3.3.1(b)	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 brick façade is broken down into smaller horizontal sections, with a reveal level intended to match the scale and materials of the nearby historic two & three storey facades. The upper levels will have a combination of glazing and metal panel materials consistent to the downtown.
3.3.1(c)	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		Masonry framing with a reveal level and change in materials and colour help articulate the massing.
3.3.1(d)	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		Rear and side elevations will be visible until such time abutting properties are redeveloped. The applicant proposes detailing the facades on the interior lot lines to provide visual interest so they do not exist as blank walls to the city and on the skyline.
<b>3.3.2</b>	<b>Materials</b>			
3.3.2(a)	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		Applicant states the materials will be a high-quality material.

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Section	Guideline	Complies	N/A	Discussion
3.3.2(b)	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes		Predominate materials proposed are masonry, metal, and glazing.
3.3.2(c)	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		Metal material used in front façade are found on rear and side elevations. Rear and side elevations will be visible until such time that abutting properties are redeveloped. The applicant proposes detailing the facades on the interior lot lines to provide visual interest so they do not exist as blank walls to the city and on the skyline.
3.3.2(d)	Changes in material should generally not occur at building corners.	Yes		
3.3.2(e)	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes		Predominate materials proposed are masonry, metal, and glazing.
3.3.2(f)	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes		Materials will reflect their true nature.
3.3.2(g)	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes		
3.3.2(h)	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	Yes		
3.3.2(i)	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes		Applicant states the glazing will not be darkly tinted or mirrored.
3.3.2(j)	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas,	Yes		

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Section	Guideline	Complies	N/A	Discussion
	porches, railings and other similar architectural embellishments, except that these guidelines shall not apply to seasonal sidewalk cafes.			
<b>3.3.3</b>	<b>Entrances</b>			
3.3.3(a)	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	Yes		Entrances are emphasized with recessions, awnings, and signage.
3.3.3(b)	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes		
3.3.3(c)	Modest exceptions to setback and stepback requirements are possible to achieve these goals.		✓	Achieved within requirements.
<b>3.3.4</b>	<b>Roof Line and Roofscapes</b>			
3.3.4(a)	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		Penthouse and landscaping provided on roof for distinction.
3.3.4(b)	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		Same materials
3.3.4(c)	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		Landscaping proposed
3.3.4(d)	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.	Yes		
3.3.4(e)	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural		✓	



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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
	elements are encouraged for visual interest as the roofs of such structures have very high visibility.			
3.3.4(f)	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.		✓	
<b>3.4</b>	<b>CIVIC CHARACTER</b>			
<b>3.4.1</b>	<b>Prominent Frontages and View Termini</b> (refer to Map 9 of the LUB and Map 1 in the DM)			
3.4.1(a)	<b>Prominent Visual Terminus Sites:</b> 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.		✓	
3.4.1(b)	<b>Prominent Civic Frontage:</b> These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.		✓	
<b>3.4.2</b>	<b>Corner Sites</b>			
3.4.2(a)	Provision of a change in the building massing at the corner, in relation to the streetwall.		✓	
3.4.2(b)	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.		✓	
3.4.2(c)	Developments on all corner sites must provide a frontal design to both street frontages.		✓	
3.4.2(d)	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.		✓	
<b>3.4.3</b>	<b>Civic Buildings</b>			

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
3.4.3(a)	Civic buildings entail a greater public use and function, and therefore should be prominent and recognizable, and be designed to reflect the importance of their civic role.		✓	
3.4.3(b)	Provide distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.		✓	
3.4.6(c)	Ensure entrances are large and clearly visible. Provide a building name and other directional and wayfinding signage.		✓	
3.4.6(d)	Very important public buildings should have unique landmark design. Such buildings include transit terminals, museums, libraries, court houses, performing arts venues, etc.		✓	
<b>3.5</b>	<b>PARKING, SERVICES AND UTILITIES</b>			
<b>3.5.1</b>	<b>Vehicular Access, Circulation, Loading and Utilities</b>			
3.5.1(a)	Locate parking underground or internal to the building (preferred), or to the rear of buildings.		✓	
3.5.1(b)	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.		✓	
3.5.1(c)	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.		✓	
3.5.1(d)	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.		✓	
3.5.1(e)	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.		✓	
3.5.1(f)	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.		✓	
<b>3.5.2</b>	<b>Parking Structures</b>			

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<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
3.5.2(a)	Where multi-storey parking facilities are to be integrated into new developments they should be visually obscured from abutting streets by wrapping them with 'sleeves' of active uses.		✓	
3.5.2(b)	Animated at-grade uses should occupy the street frontage, predominantly retail, with 75% transparency.		✓	
3.5.2(c)	At-grade parking access and servicing access to retail stores should be provided to the rear and concealed from the street.		✓	
3.5.2(d)	Provide articulated bays in the façade to create fine-grained storefront appearance.		✓	
3.5.2(e)	Provide pedestrian amenities such as awnings, canopies, and sheltered entries.		✓	
3.5.2(f)	Provide façade treatment that conceals the parking levels and that gives the visual appearance of a multi-storey building articulated with 'window' openings.		✓	
3.5.2(g)	Design of parking structures such that they can be repurposed to other uses (i.e. level floor slabs) is encouraged.		✓	
3.5.2(h)	Provide cap treatment (at roof or cornice line) that disguises views of rooftop parking and mechanical equipment.		✓	
3.5.2(i)	Utilize high quality materials that are compatible with existing downtown buildings.		✓	
3.5.2(j)	Locate pedestrian access to parking at street edges, with direct access. Ensure stairs to parking levels are highly visible from the street on all levels.		✓	
3.5.2(k)	Ensure all interior and exterior spaces are well lit, inclusive of parking areas, vehicular circulation aisles, ramps, pedestrian accesses, and all entrances.		✓	
3.5.2(l)	Maintain continuous public access to parking at all hours and in all seasons.		✓	
3.5.2(m)	Minimize the width and height of vehicular access points to the greatest practical extent.		✓	
3.5.2(n)	Provide clear sightlines for vehicles and pedestrians at sidewalks, by setting back columns and walls, and providing durable low maintenance mirrors.		✓	

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Section	Guideline	Complies	N/A	Discussion
3.5.2(o)	Bicycle parking must be provided in visible at grade locations, and be weather-protected.	✓		Class B bike parking will be visible at grade and in the ROW. Class A bike parking will be weather-protected.
<b>3.5.3</b>	<b>Surface Parking</b>			
3.5.3(a)	Surface lots shall be located out of sight behind buildings or inside city blocks rather than adjacent to streets or at corners.		✓	
3.5.3(b)	Surface lots shall only be moderate in size (10-20 cars) for the handicapped and visitors and must include bicycle parking opportunities.		✓	
3.5.3(c)	Surface parking shall be designed to include internal landscaping or hardscaping on islands at the ends of each parking aisle, clearly marked pedestrian access and paths, lighting and be concealed with landscaped buffers or other mitigating design measures.		✓	
3.5.3(d)	In addition to landscaping, a variety of hardscaping materials should be used to add visual texture and reduce apparent parking lot scale. Landscaping should be low maintenance.		✓	
<b>3.5.4</b>	<b>Lighting</b>			
3.5.4(a)	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	Yes		Horizontal band lighting will exist at top of masonry podium to allow a moderate wall-wash to display the quality of brick material as well as highlight the recessed façade areas.
3.5.4(b)	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	Yes		
3.5.4(c)	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.		✓	
3.5.4(d)	Encourage subtle night-lighting of retail display windows.	Yes		

<b>Attachment E - Design Manual Checklist: Case 23725</b>				
<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
3.5.4(e)	Ensure there is no 'light trespass' onto adjacent residential areas by the use of shielded "full cut-off" fixtures.	Yes		
3.5.4(f)	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.		✓	Regulated at permitting.
<b>3.5.5</b>	<b>Signs</b>			
3.5.5(a)	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.		✓	Evaluated at permitting by LUB standards.
3.5.5(b)	Signs should not obscure windows, cornices or other architectural elements.		✓	
3.5.5(c)	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.		✓	
3.5.5(d)	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.		✓	
3.5.5(e)	Signs on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within architectural orders.		✓	
3.5.5(f)	Street addressing shall be clearly visible for every building.		✓	
3.5.5(g)	The material used in signage shall be durable and of high quality and should relate to the materials and design language of the building.		✓	
<b>3.6</b>	<b>SITE PLAN VARIANCES</b>			
	Where all other conditions are met, and subject to the conditions set out here, clearly specified variances of certain land use by-law requirements may be considered. The following types of variances may be considered throughout downtown Halifax by Site Plan Approval:			
<b>3.6.1</b>	<b>Streetwall Setback Variance</b>			
	Streetwall setbacks may be varied by Site Plan Approval where:			
3.6.1(a)	the streetwall setback is consistent with the objectives and guidelines of the Design Manual;		✓	
3.6.1(b)	on an existing building, where an addition is to be constructed, the existing structural elements of the building or other similar features are prohibitive in achieving the streetwall setback requirement; or		✓	

**Attachment E - Design Manual Checklist: Case 23725**

<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
3.6.1(c)	the streetwall setback of abutting buildings is such that the streetwall setback would be inconsistent with the character of the street.		✓	
<b>3.6.2</b>	<b>Side and Rear Yard Setback Variance</b>			
	Side and rear yard setbacks may be varied by Site Plan Approval where:			
3.6.2(a)	the modified setback is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.2(b)	the modification does not negatively impact abutting uses by providing insufficient separation.		✓	
<b>3.6.3</b>	<b>Streetwall Height Variances</b>			
	Streetwall heights may be varied by Site Plan Approval where:			
3.6.3(a)	the streetwall height is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.3(b)	the modification is for a corner element that is used to join streetwalls of differing heights; or		✓	
3.6.3(c)	the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street; or		✓	
3.6.3(d)	where a landmark building element is called for pursuant to the Design Manual.		✓	
<b>3.6.4</b>	<b>Streetwall Width Variance</b>			
	Streetwall widths may be varied by Site Plan Approval where:			
3.6.4(a)	the streetwall width is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.4(b)	the resulting gap in the streetwall has a clear purpose, is well-designed and makes a positive contribution to the streetscape.		✓	
<b>3.6.5</b>	<b>Upper Storey Streetwall Stepback Variance</b>			
	Upper storey streetwall stepbacks may be varied by Site Plan Approval where:			
3.6.5(a)	the upper storey streetwall setback is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.5(b)	the modification results in a positive benefit such as improved heritage preservation or the remediation of an existing blank building wall.		✓	

<b>Attachment E - Design Manual Checklist: Case 23725</b>				
<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
	Note: In cases where the maximum streetwall height is within two storeys of the maximum building height, the Design Review Committee may reduce the maximum streetwall height to ensure an appropriate proportion of streetwall height to upper building height.			
<b>3.6.6</b>	<b>Upper Storey Side Yard Stepback Variance</b>			
	The setbacks requirements of this section may be varied by Site Plan Approval where:			
3.6.6(a)	the upper storey side yard stepback is consistent with the objectives and guidelines of the Design Manual; and	Yes		The applicant states the intent is to create a 'top' or attractive skyline profile as well as a pleasing roof scape from other adjacent higher properties, which the Design Manual encourages.
3.6.6(b)	where the height of the building is substantially lower than the maximum permitted building height and the setback reduction is proportional to that lower height; or	Yes		Maximum permitted height is 49m. Proposed total height is ~39m. The 10m reduction in height is proportional to the requested reduction of the 11.5m to 0.
3.6.6(c)	a reduction in setback results in the concealment of an existing blank wall with a new, well designed structure.		✓	
<b>3.6.7</b>	<b>Maximum Tower Width Variance</b>			
	The maximum tower dimensions may be varied by Site Plan Approval where:			
3.6.7(a)	the maximum tower width is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.7(b)	the modification results in a clear public benefit such as the remediation of an existing blank building wall.		✓	
<b>3.6.8</b>	<b>Maximum Height Variance</b>			
	Maximum building height may be subject to modest variance by Site Plan Approval where:			
3.6.8(a)	the maximum height is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.8(b)	the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area;		✓	

<b>Attachment E - Design Manual Checklist: Case 23725</b>				
<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
3.6.8(c)	the maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements;		✓	
3.6.8(d)	where a landmark building element is provided pursuant to the Design Manual; or		✓	
3.6.8(e)	where the additional height is shown to enable the adaptive re-use of heritage buildings.		✓	
<b>3.6.9</b>	<b>Landmark Element Variance</b>			
	Maximum height and envelope requirements may be varied by Site Plan Approval for landmark elements where:			
3.6.9(a)	the maximum height is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.9(b)	the additional building height is for rooftop architectural features and the additional height does not result in an increase in gross floor area; or		✓	
3.6.9(c)	the maximum building height is less than 1.5 metres below the View Plane or Rampart height requirements; or		✓	
3.6.9(d)	where a landmark building element is provided pursuant to the Design Manual; or		✓	
3.6.9(e)	where the additional height is shown to enable the adaptive re-use of heritage buildings.		✓	
<b>3.6.10</b>	<b>Precinct 1 Built Form Variance (refer to Map 1 of the LUB)</b>			
	For lands located in "Schedule W" on Map 1 of the Downtown Halifax Land Use By-law, the built form requirements of Section 11(1) of the LUB, and Section 2.10 of Schedule S-1 of the LUB may be varied by Site Plan Approval where the variance will:			
3.6.10(a)	fill existing gaps created by vacant properties or parking lots with new development; or		✓	
3.6.10(b)	enhance the public realm in the area, including the extension of the east-west streets between Lower Water Street and the harbour and their intersection with the Halifax Harbour Walk, the pedestrian interface of the proposed building and the Halifax Harbour Walk, provide or improve sidewalks along Lower Water Street, or provide for public or private plazas or parks; or		✓	
3.6.10(c)	frame the open spaces identified above; or		✓	
3.6.10(d)	provide adequate separation between buildings; or		✓	



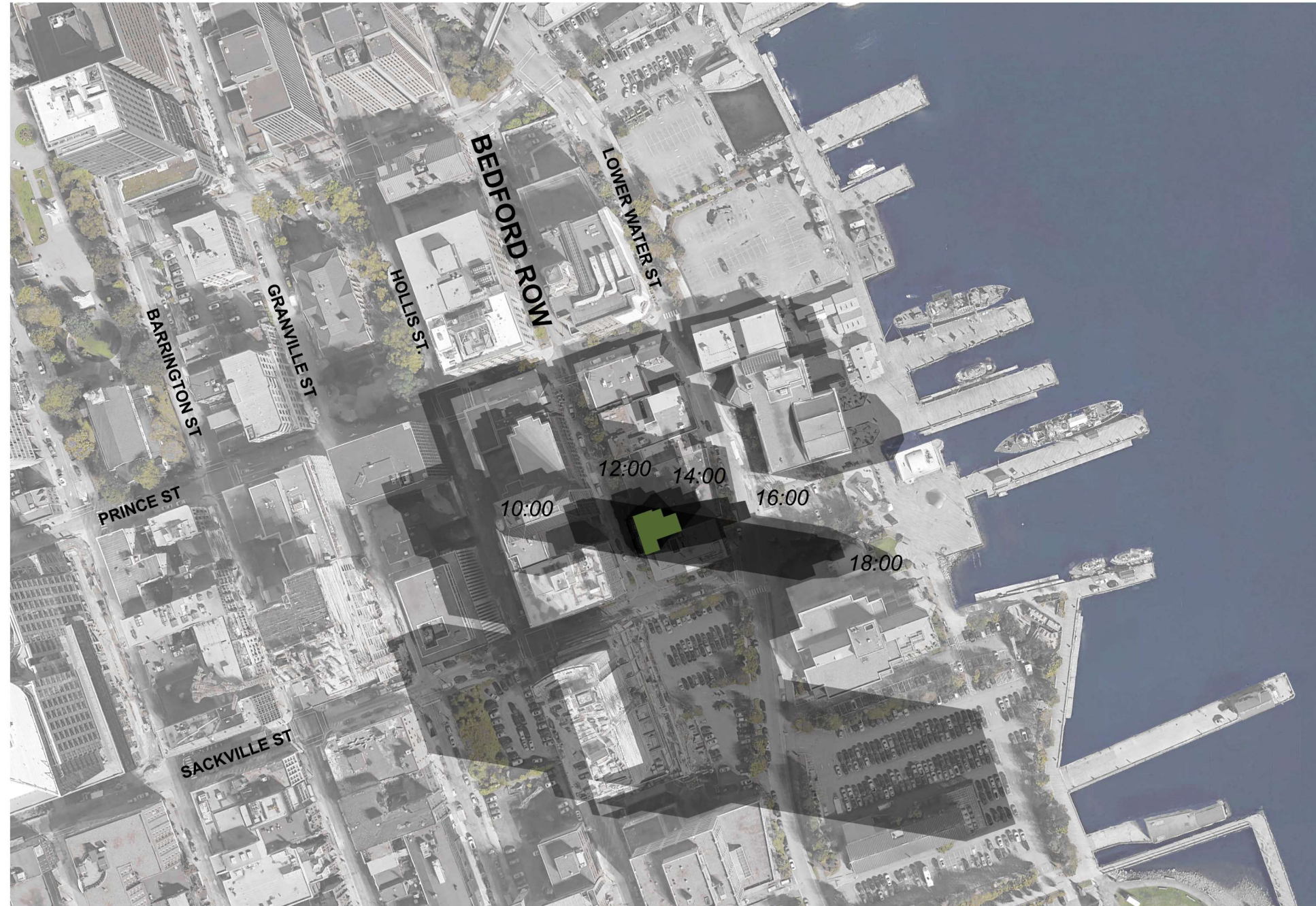
<b>Attachment E - Design Manual Checklist: Case 23725</b>				
<b>Section</b>	<b>Guideline</b>	<b>Complies</b>	<b>N/A</b>	<b>Discussion</b>
3.6.10(e)	propose tall and slender towers, where permitted, provided that their placement and design are consistent with the objectives identified for this precinct and with the Design Manual; or		✓	
3.6.10(f)	ensure Lower Water Street has streetwall and landscaping conditions that emphasize its meandering qualities and emergence as an important street.		✓	
<b>3.6.11</b>	<b>Precinct 4 Built Form Variance (refer to Map 1 of the LUB)</b>			
	For lands located in "Schedule W" on Map 1 of the Downtown Halifax Land Use By-law, the built form requirements of Section 11(5) of the LUB and Section 2.10 of Schedule S-1 of the LUB may be varied by Site Plan Approval where the variance will:			
3.6.11(a)	provide for mixed-use high-rise infill development on large opportunity sites; or		✓	
3.6.11(b)	fill existing gaps created by vacant properties or parking lots with new development; or		✓	
3.6.11(c)	develop vacant lots in a way that provides a continuous street wall and uninterrupted pedestrian experiences; or		✓	
3.6.11(d)	provide for animated streetscapes as detailed in the design manual; or		✓	
3.6.11(e)	focus pedestrian activities at sidewalk level through the provision of sidewalks protected from the weather through such means as well designed canopies and awnings; or		✓	
3.6.11(f)	maintain or enhance the east-west streets to maintain important views between the Citadel and the harbour; or		✓	
3.6.11(g)	provide adequate separation between buildings; or		✓	
3.6.11(h)	ensure Lower Water Street has streetwall and landscaping conditions that emphasize its meandering qualities and emergence as an important street; or		✓	
3.6.11(i)	retain, enhance and protect isolated heritage properties.		✓	
<b>3.6.12</b>	<b>Landscaped Open Space Variance</b>			
	Landscaped open space requirements may be varied by Site Plan Approval where:			

**Attachment E - Design Manual Checklist: Case 23725**

Section	Guideline	Complies	N/A	Discussion
3.6.12(a)	The landscaped open space to be provided is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.12(b)	The modification does not exceed 10% of the requirement.		✓	
<b>3.6.14</b>	<b>Prohibited External Cladding Material Variance</b>			
	The use of prohibited external cladding materials may be varied by Site Plan Approval where:			
3.6.14(a)	The objectives and guidelines of the Design Manual are met;		✓	
3.6.14(b)	The use of the material is necessary for an appropriate architectural embellishment of the building; and		✓	
3.6.14(c)	The material does not exceed 10% of the total area of the façade.		✓	
<b>3.6.15</b>	<b>Land Uses at Grade Variance</b>			
	The minimum floor-to-floor height for the ground floor of a building having access at the streetline or Transportation Reserve may be varied by Site Plan Approval where:			
3.6.15(a)	the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and		✓	
3.6.15(b)	the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition;		✓	
	<i>And at least one of the following:</i>			
3.6.15(c)	in the case of the proposed addition to an existing building, the proposed height of the ground floor of the addition matches or is greater than the floor-to-floor height of the ground floor of the existing building; or		✓	
3.6.15(d)	in the case of a proposed infill building, the floor-to-floor heights of the ground floors of abutting buildings along a common street frontage are such that the required floor-to-floor height for the ground floor of the infill building would be inconsistent with the established character of the street; or		✓	
3.6.15(e)	in the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or		✓	

**Attachment E - Design Manual Checklist: Case 23725**

Section	Guideline	Complies	N/A	Discussion
	step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical; or			
3.6.15(f)	in the case of a new building to be situated on a site located outside of the Central Blocks and off a Pedestrian-Oriented Commercial Street, the floor-to-floor height of the ground floor may be reduced to 3.5 metres if it is to be fully occupied by residential uses.		✓	



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NOT FOR CONSTRUCTION

CLIENT:

4	FULL SITE PLAN APPLICATION	29/06/2021
3	3RD PRE-APP. SPA	07/04/2021
2	2ND PRE-APP. SPA	23/02/2021
1	PRE-APP. SPA	13/10/2020
NO.	REVISION	DD/MM/YY

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

SHADOW  
STUDY  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

SCALE: NTS

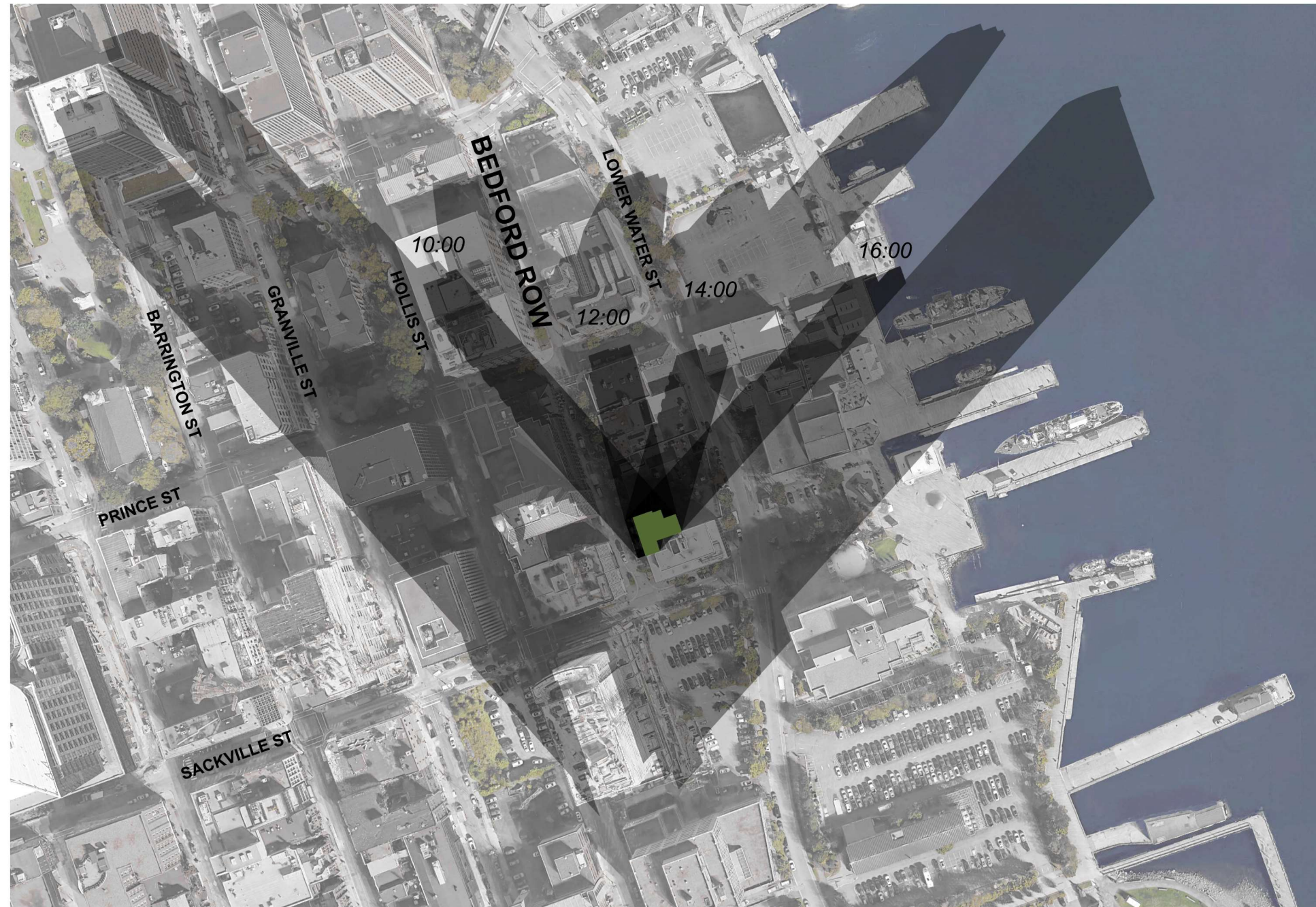
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DATE: JUN 29 2021

1  
A-301

**SHADOW STUDY**  
SUMMER SOLSTICE (JUNE 21): UTC -3.00

**A-301**



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PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
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DRAWING TITLE :

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STUDY  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

SCALE: NTS

DRAWN BY: CC

DATE: JUN 29 2021

1  
A-302

**SHADOW STUDY**

WINTER SOLSTICE (DECEMBER 21); UTC -3.00

**A-302**

# ATTACHMENT F



BUILDING FROM NORTH WEST



FUTURE CONDITION

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PROJECT :

1649 BEDFORD ROW  
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DRAWING TITLE :

BUILDING  
RENDERINGS  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

SCALE: NTS

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**A-401**



STREETSCAPE

**root**  
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4	FULL SITE PLAN APPLICATION	29/06/2021
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1	PRE-APP. SPA	13/10/2020
NO.	REVISION	DD/MM/YY

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

SIDEWALK  
RENDERING  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

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**A-402**



PODIUM TO TOWER

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1	PRE-APP. SPA	13/10/2020
NO.	REVISION	DD/MM/YY

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

PARTIAL  
RENDERINGS  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

SCALE: NTS

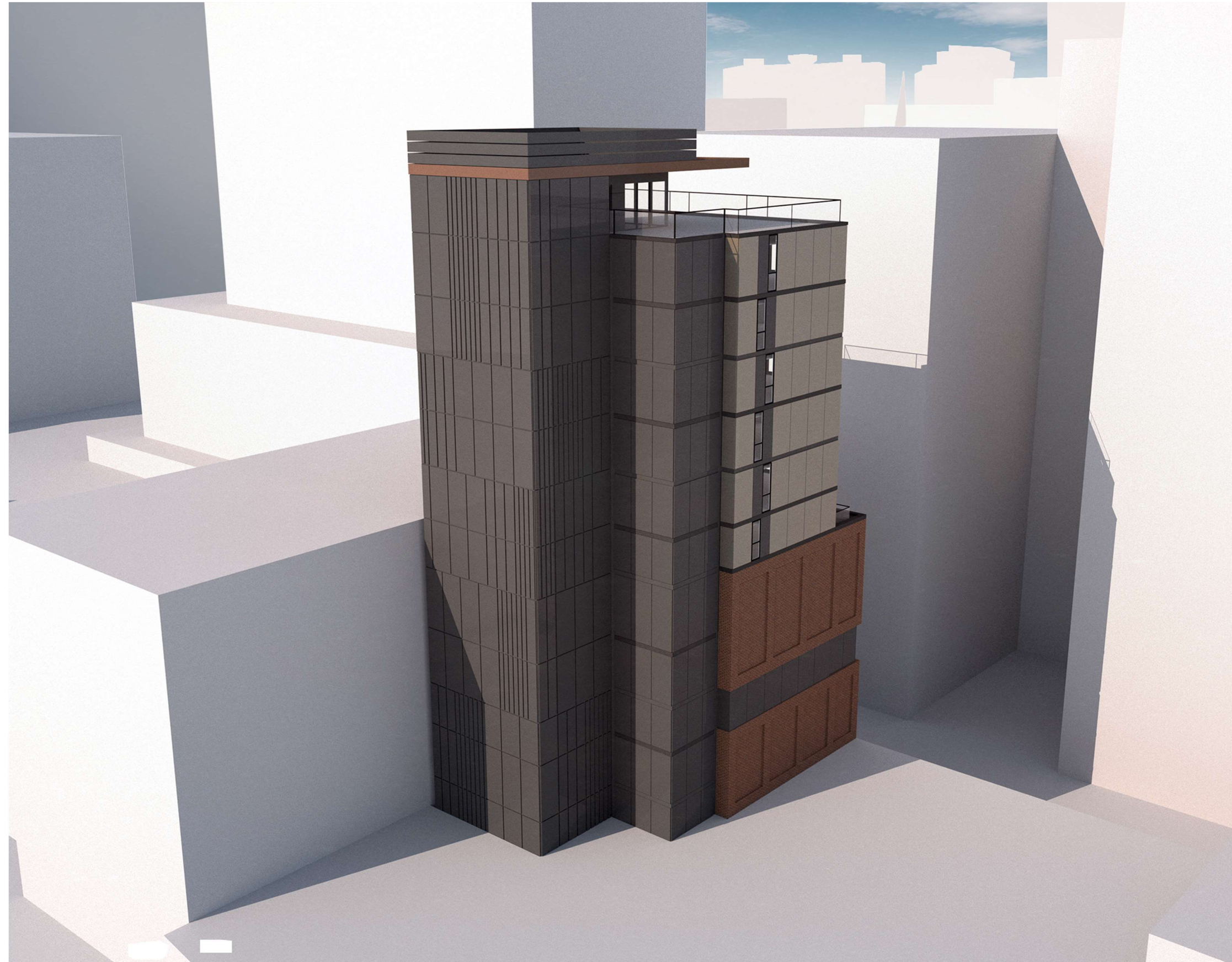
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**A-403**



# ATTACHMENT F



MATERIALS AT INTERIOR LOT LINES

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1	PRE-APP. SPA	13/10/2020
NO.	REVISION	DD/MM/YY

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

PARTIAL  
RENDERINGS  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

SCALE: NTS

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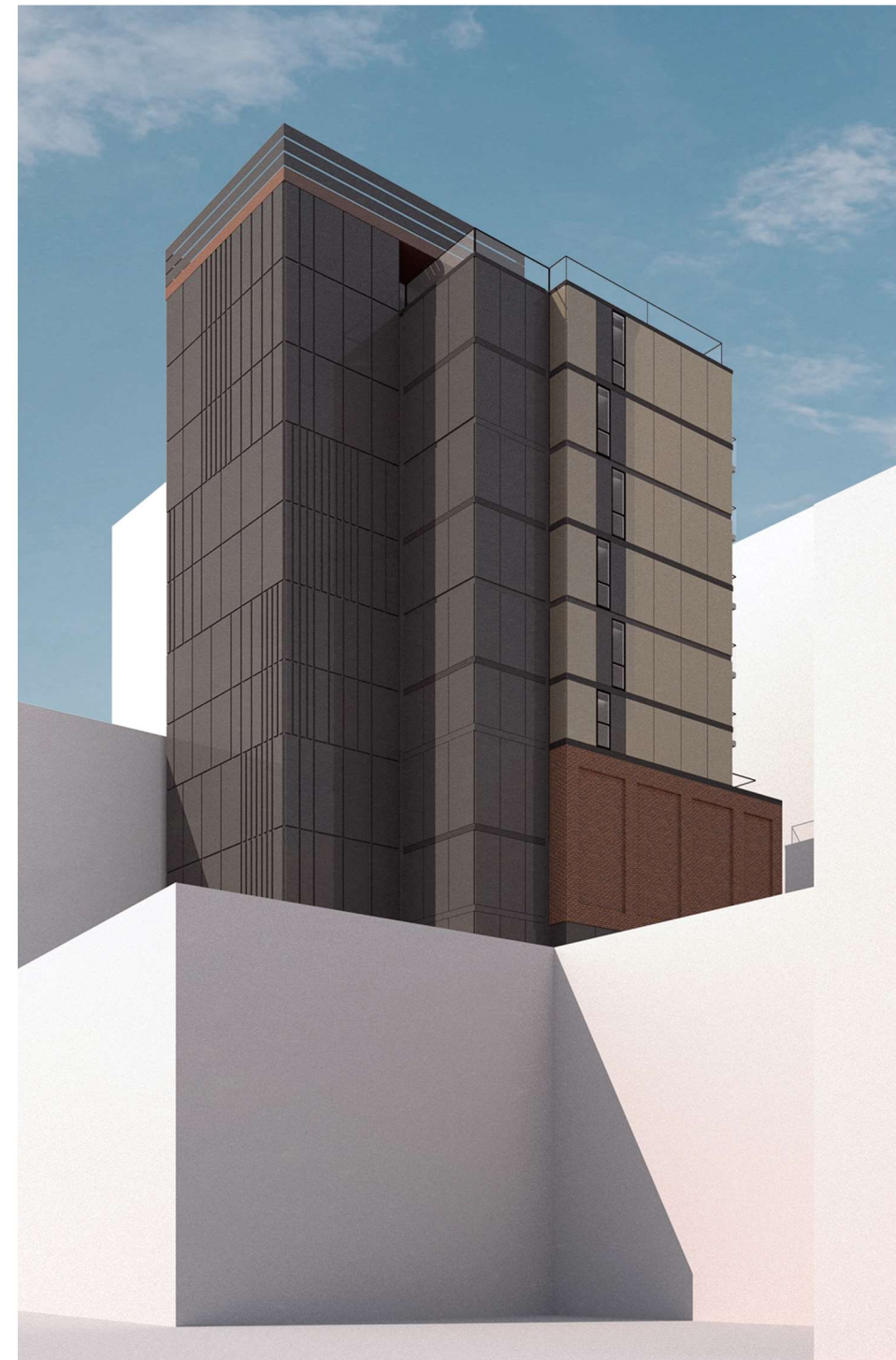
DATE: JUN 29 2021

**A-404**

# ATTACHMENT F



BEDFORD ROW / PRINCE STREET



LOWER WATER STREET

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2	2ND PRE-APP. SPA	23/02/2021
1	PRE-APP. SPA	13/10/2020

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

STREETSIDE  
RENDERINGS  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

SCALE: NTS

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**A-405**



EXIS CONDITION

PROPOSAL IN SKYLINE

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1	PRE-APP. SPA	13/10/2020

PROJECT :

1649 BEDFORD ROW  
HALIFAX, NS  
CANADA

DRAWING TITLE :

SKYLINE  
RENDERING  
FOR REVIEW

C.P.# 20-16

PROJECT MANAGER: KST

SCALE: NTS

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DATE: JUN 29 2021

# A-406