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

Item No. 4
Design Review Committee
October 5, 2022

TO: Chair and Members of Design Review Committee

SUBMITTED BY: **-ORIGINAL SIGNED-**

Kelly Denty, Executive Director of Planning and Development

DATE: September 22, 2022

SUBJECT: **Case 24276: Substantive Site Plan Approval for 1266 Barrington Street, Halifax**

ORIGIN

Application by ZZap Consulting Inc., on behalf of the property owner, Grafton Developments.

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 ten-storey addition to the Waverley Inn at 1266 Barrington Street, Halifax as shown in Attachment A;

2. Approve the three (3) variances to the Land Use By-law requirements regarding streetwall height, upper storey side yard stepback, and ground floor height as contained in Attachment B;

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

4. Recommend the Development Officer accept the restoration of the existing heritage building as the post-bonus height public benefit for the development as outlined in Attachment D.

BACKGROUND

ZZap Consulting Inc., on behalf of Grafton Developments, has applied for substantive site plan approval to construct a ten-storey addition to the Waverley Inn at 1266 Barrington Street, Halifax (Map 1 and 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.

Subject Site	1266 Barrington Street, Halifax
Location	Midblock between Morris Street and Harvey Street on the west side of Barrington Street
Zoning (Map 1)	DH-1 under the Downtown Halifax Land Use By-law
Lot Size	1543.4 square metres (16613 square feet)
Site Conditions	Gently sloping upward from Barrington Street and developed as an inn and surface parking.
Current Land Use(s)	An Inn (the Waverley Inn)
Surrounding Land Use(s)	A mix of commercial, residential, institutional, and office uses.

Project Description
The applicant wishes to construct an addition to the Waverley Inn and rehabilitate the existing Inn. The details of the proposal are as follows (refer to Attachments A and E):

- 10-storey (approximately 28.13-metre-tall) addition to the existing inn;
- Approximately 104 guest rooms in addition to the existing 14 rooms;
- Approximately 32 stackable underground parking spaces; and
- Rehabilitation of the existing Inn, a heritage resource.

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

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)
- Precinct: 2 (Old South Suburb Heritage Conservation District)
- Pedestrian Oriented Commercial Street: Barrington Street
- Building Height (Pre- and Post-Bonus): No height requirement
- Streetwall Setback: Varies from 0-4 metres
- Streetwall Height: 11 metres
- Gross Floor Area Ratio GFAR (Pre- and Post-Bonus): Pre-bonus is 2 and post-bonus is 4
- Landscaped Open Space: Not required
- Old South Suburb Heritage Resources: 1266 Barrington Street is an Old South Suburb Heritage Building/Property

The Design Review Committee (DRC) should note the proposal was reviewed by the Development Officer and determined 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 F).

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 it is not in conformance with the following requirements:

- Minimum streetwall height;
- Mid-rise setback (also known as upper storey side yard stepback); and
- Minimum ground floor height (also known as land uses at grade).

The applicant has requested three variances 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 F);
2. Consider the variance requests that have been made pursuant to variance criteria in the Design Manual (Attachments B and F);
3. Provide advice to the Development Officer if the proposal is suitable in terms of the expected wind conditions on pedestrian comfort (Attachment C); and
4. Advise the Development Officer on the suitability of the post-bonus height public benefit being proposed by the applicant (Attachment D).

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.

Role of the Heritage Officer
The Heritage Conservation District (Old South Suburb) Bylaw H-800 requires that a Certificate of Appropriateness be obtained for exterior alteration of buildings and structures, including additions, façades, roofs, windows, doors, storefronts, signs, awnings, exterior materials, exterior steps and stairs; the demolition or removal of buildings and structures that are part of a contributing heritage resource; and the construction of new buildings. The Heritage Officer certifies that a proposed development conforms with the requirements of Bylaw H-800 and will issue the Certificate accordingly. The approval or denial of the Certificate of Appropriateness may be appealed to the Nova Scotia Utility and Review Board pursuant to the *Heritage Property Act*.

In the case of this proposal, the application was reviewed by the Heritage Advisory Committee and approved by Regional Council on February 8, 2022 under Case H00519. The appeal period ended on June 6, 2022, and no appeals were received.

COMMUNITY ENGAGEMENT

The community engagement process has been consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site plan approvals. The level of engagement was information sharing, achieved through the developer's website, public kiosks at HRM Customer Service Centres, and a Public Open House held on December 20, 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 2.2 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct 2; and
- Section 3.6 of the Design Manual specifies conditions by which variances to certain Land Use By-law requirements may be considered.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table within Attachment F. The table indicates staff's analysis and advice as to whether the project complies with the guidelines. In addition, it identifies circumstances where there are different possible interpretations of how the project relates to a guideline, where additional explanation is warranted, or where the Design Review Committee will need to give attention in their assessment of conformance to the Design Manual. Staff have undertaken a detailed review of the proposal, and have identified the following discussion items that require further consideration by the Design Review Committee as follows:

Streetwall Design and Pedestrian Streetscapes (Sections 3.1.1(d), 3.2.1(b), 3.2.1(f), 3.2.1(g), 3.2.3(a), and 3.2.3(b))

To enhance the public realm and create pedestrian-oriented streetwall conditions, the Design Manual encourages the use of canopies and awnings, frequent windows and doors, retail uses at grade, high levels of transparency, and placing buildings at the street edge. These design techniques help create a more engaging and animated streetscape.

In this case, the proposed addition has been designed to give the existing heritage resource prominence and expand the existing hotel use. The proposed addition is set back from the streetline to limit the impacts on the existing heritage resource, as well as to maintain adequate separation between combustible and non-combustible materials on the heritage resource and proposed addition. Access to the underground parking garage and a recessed pedestrian entrance occupy the majority of the addition's façade at grade. The upper floors minorly cantilever overtop the new recessed pedestrian entrance providing limited weather protection for pedestrians. Awnings and canopies are not an appropriate addition to the heritage resource nor over the garage entrance. The upper portion of the proposed addition's streetwall is composed almost entirely of clear glass which provides transparency and allows eyes on the street. However, the pedestrian level of the addition is an aluminum curtain wall due to the location of the garage entrance.

Although the building design not does strictly meet the Design Manual guidelines with respect to streetwall design and pedestrian streetscapes, the building accommodates elements to enhance the pedestrian streetscape where possible while still respecting the existing heritage resource and responding to the

guidelines for development in heritage contexts. Staff advise the design choices for the proposed addition contribute to a design that is sympathetic to the heritage context.

Variances
The applicant is requesting three variances to the quantitative requirements of the Downtown Halifax LUB: the minimum streetwall height, the upper storey side yard stepback, and the minimum ground floor height. The applicant has outlined each of the variance requests on the plans (Attachment B) and has provided a rationale pursuant to the Design Manual criteria (Attachment F). The staff review of each variance request is provided in this section as outlined below.

Variance 1: Streetwall Height
Sections 9(2) and 9(3) of the LUB set both the minimum and maximum streetwall height at 11 metres along Barrington Street. The applicant is requesting to vary the minimum streetwall height on Barrington Street. They have requested a streetwall height of 10.87 metres. Section 9(8) of the LUB allows consideration of a variance where the relaxation is consistent with the criteria of the Design Manual.

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

3.6.3 Streetwall heights may be varied by Site Plan Approval where:
- *a. the streetwall height is consistent with the objectives and guidelines of the Design Manual; and*
- *c. the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street.*

The proposed variance to the minimum streetwall height is requested to keep the streetwall height of the proposed addition consistent with the cornice line of the existing building, which is a contributing heritage resource. The variance helps the design adhere to the Heritage Design guidelines, specifically section 4.4.2(a) which provides guidance for development proposed for a site where a heritage resource exists. This section stipulates the development should maintain the same or similar cornice height to create a consistent streetwall height. Section 3.2.1(d) of the Design Manual says that in areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings. The lower streetwall design helps bring consistency and transition to the Waverley Inn and the lower cornice lines of the other Old South Suburb Heritage Buildings immediately to the north on Barrington Street. The proposed streetwall height is in keeping with the intent of the Design Manual in addition to being minor relative to the standard of the Land Use By-law. Staff recommends approval of the variance for the minimum streetwall height.

Variance 2: Upper Storey Side Yard Setback
Section 11(2.4) of the LUB requires that above a streetwall height of 18.5 metres, the mid-rise portion of a building shall have a setback from interior lot lines of no less than 3 metres. This setback is not required for the south side lot line on the subject site. The applicant is requesting an upper storey side yard setback variance of 0.7 metres on the north side of the building. Section 11(2.4) 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 the upper storey side yard setback subject to meeting certain conditions outlined in Attachment F. Of the potential conditions for a variance, this application is being considered under the following:

3.6.6 The setback requirements of this section may be varied by Site Plan Approval where:
- *a. the upper storey side yard stepback 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.*

View Plane 8 extends across the subject site and limits the maximum height of the addition. As a result, the maximum floor area ratio that can be achieved is also limited. A floor area ratio of 4.00 is permitted on the site, but the maximum floor area ratio that can be achieved is 3.68. This translates to a 5,316 square foot smaller addition. The applicant is requesting to vary the upper storey side yard setback to recover 2,000 square feet of floor space lost to the height restriction. Staff advise the proposed setback does not detract from the heritage resource and keeps the proportions of the addition symmetrical, therefore staff recommends approval of the variance for the upper storey side yard setback.

Variance 3: Ground Floor Height

Section 8(13) of the LUB requires the ground floor of a building, excluding a parking garage, that has access at the streetline have a floor-to-floor height of no less than 4.5 metres. The applicant is requesting a ground floor height of 3.66 metres for the proposed addition. Section 8(13B) of the LUB allows consideration of a variance where the relaxation is consistent with the criteria of the Design Manual.

Section 3.6.15 of the Design Manual allows for variances to the minimum floor-to-floor height for the ground floor of a building subject to meeting certain conditions as outlined in Attachment F. Of the potential conditions for a variance, this application is being considered under the following:

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

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

The proposed variance to the ground floor height has been requested for several reasons; two reasons for why the ground floor of the addition could not be lowered and one reason why it could not be raised to meet the requirement. If the ground floor was lowered, there would be insufficient clearance to access the underground parking entrance. As well, the internal connection between the existing building and the addition would have to be ramped to meet accessibility requirements of the building code. However, there is insufficient space to meet the requirements and the floor cannot be ramped. On the other hand, the floor height cannot be raised because where the new addition connects with the existing building would impact the cornice detailing of the exiting Inn's breakfast room. The project is restoring the heritage detailing of the Waverley Inn and raising the ground floor height would impede the restoration of the breakfast nook. Due to all of these reasons, staff recommends approval of this variance.

Post-Bonus FAR Public Benefit

The Downtown Halifax LUB specifies a maximum pre-bonus and post-bonus floor area ratio. Projects that propose to exceed the maximum pre-bonus floor area ratio are required to provide a public benefit. The LUB lists the required public benefit categories and establishes a public benefit value. The applicant is requesting to use the costs associated with restoring the contributing heritage resource as their public benefit. Section 12(6.1) of the LUB details how to calculate the required public benefit within Precinct 2. The applicant is requesting an additional 2,915.99 square metres of floor area resulting in a total required public benefit of $150,465.24.

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

Wind Assessment
A Qualitative Wind Impact Assessment was prepared by Fathom Studio 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 20 metres. Its purpose is to determine whether the site and its surroundings will be safe and comfortable for pedestrians once the new addition is constructed. The assessment submitted for this proposal anticipates the proposed addition will in some cases improve the wind conditions on Barrington Street. However, there will be stronger winds at the roof level of some nearby buildings to the north and some down-wash winds onto the 2-storey podium on the addition when winds come from the north. As well, there will be infrequent windier conditions on the west side of Barrington Street when the winds come from the south. Based on the results of this wind assessment, there were no recommended design treatments required to mitigate wind impacts.

Conclusion
Staff advise that the proposed ten-storey addition to the Waverley Inn meets the objectives and guidelines of the Design Manual. It is, therefore, advised that the substantive site plan approval application be approved as per the Recommendation section of this report.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM costs associated with processing this planning application can be accommodated within the approved 2022-2023 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.

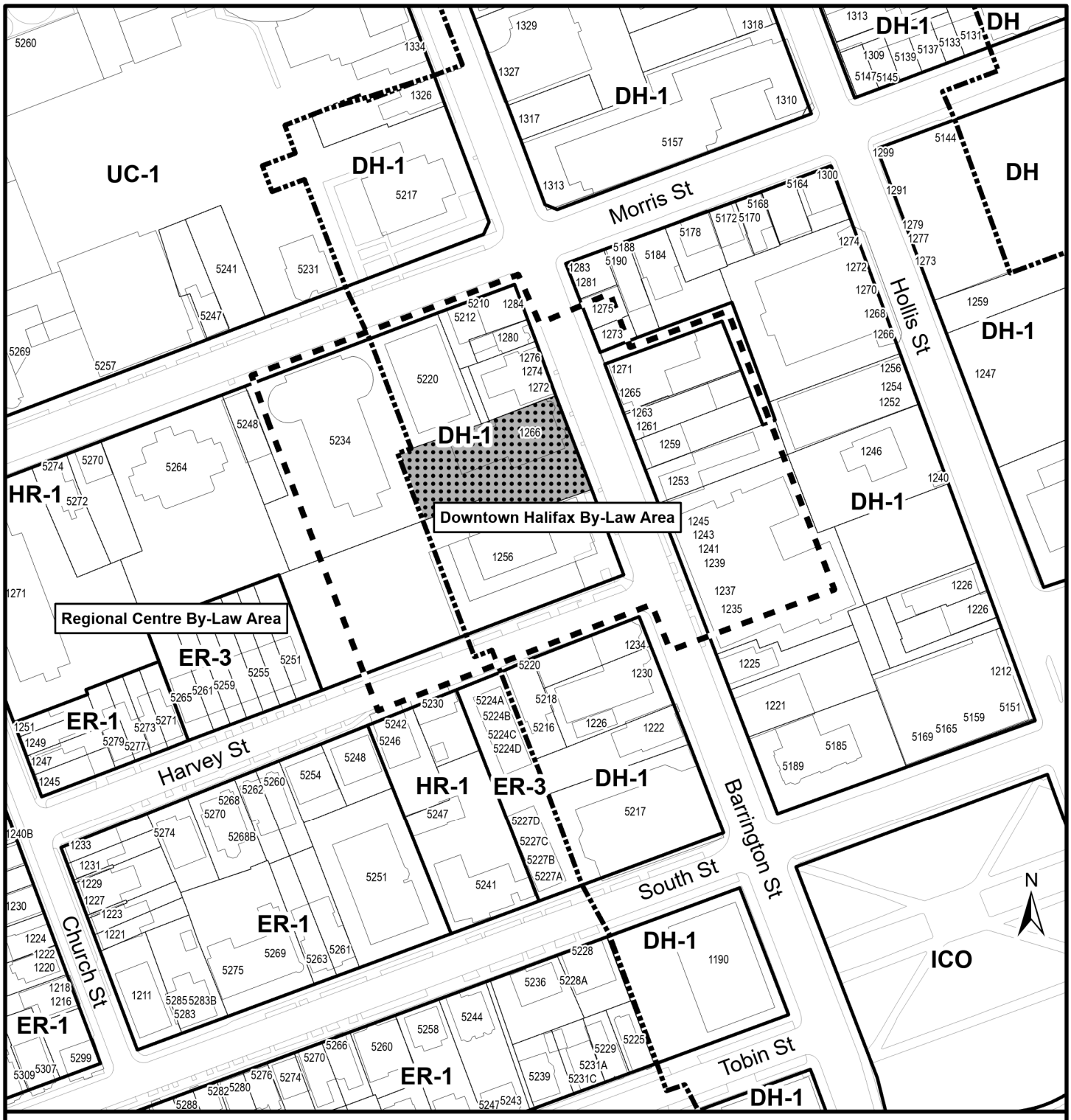
ATTACHMENTS

Map 1 Location and Zoning

Attachment A Site Plan Approval Plans
Attachment B Variance Requests
Attachment C Wind Assessment
Attachment D Public Benefit Cost Estimates
Attachment E Design Rationale
Attachment F Design Manual Checklist
Attachment G Supplementary Drawings

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Meaghan Maund, Planner III, 902-233-0726



Map 1 - Zoning and Location

1266 Barrington Street,
Halifax

Subject Property

By-Law Boundary Area

Downtown Halifax &
Regional Centre Land Use By-Law

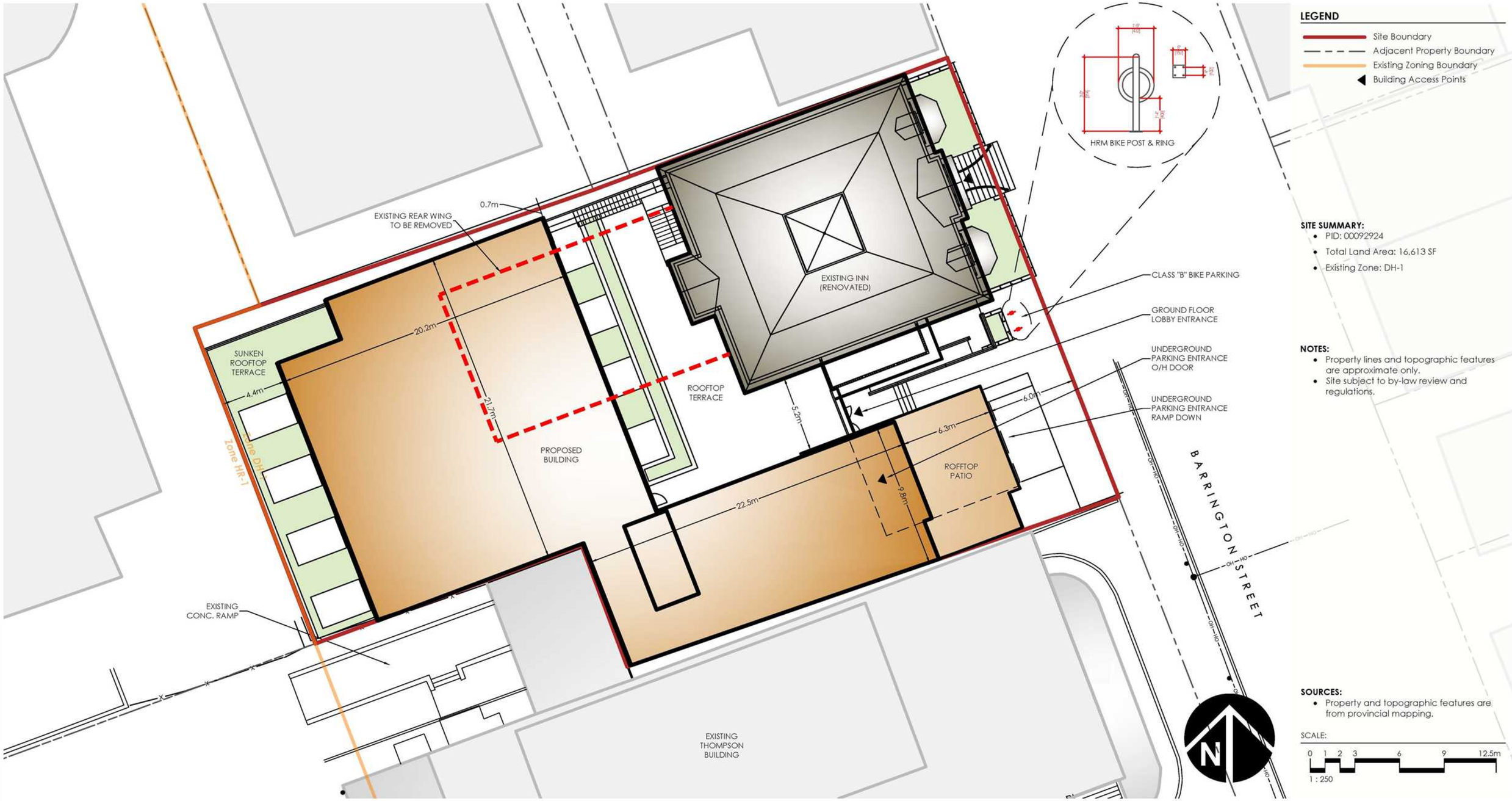
	Zone	
DHFX	DH-1	Downtown Halifax
	ICO	Institutional, Cultural and Open Space
RC	DH	Downtown Halifax
	HR-1	Higher-Order Residential 1
	ER-1	Established Residential 1
	ER-3	Established Residential 3
	UC-1	University and College 1

0 10 20 30 40 50 60 m

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

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

Attachment A: Site Plan Approval Plans



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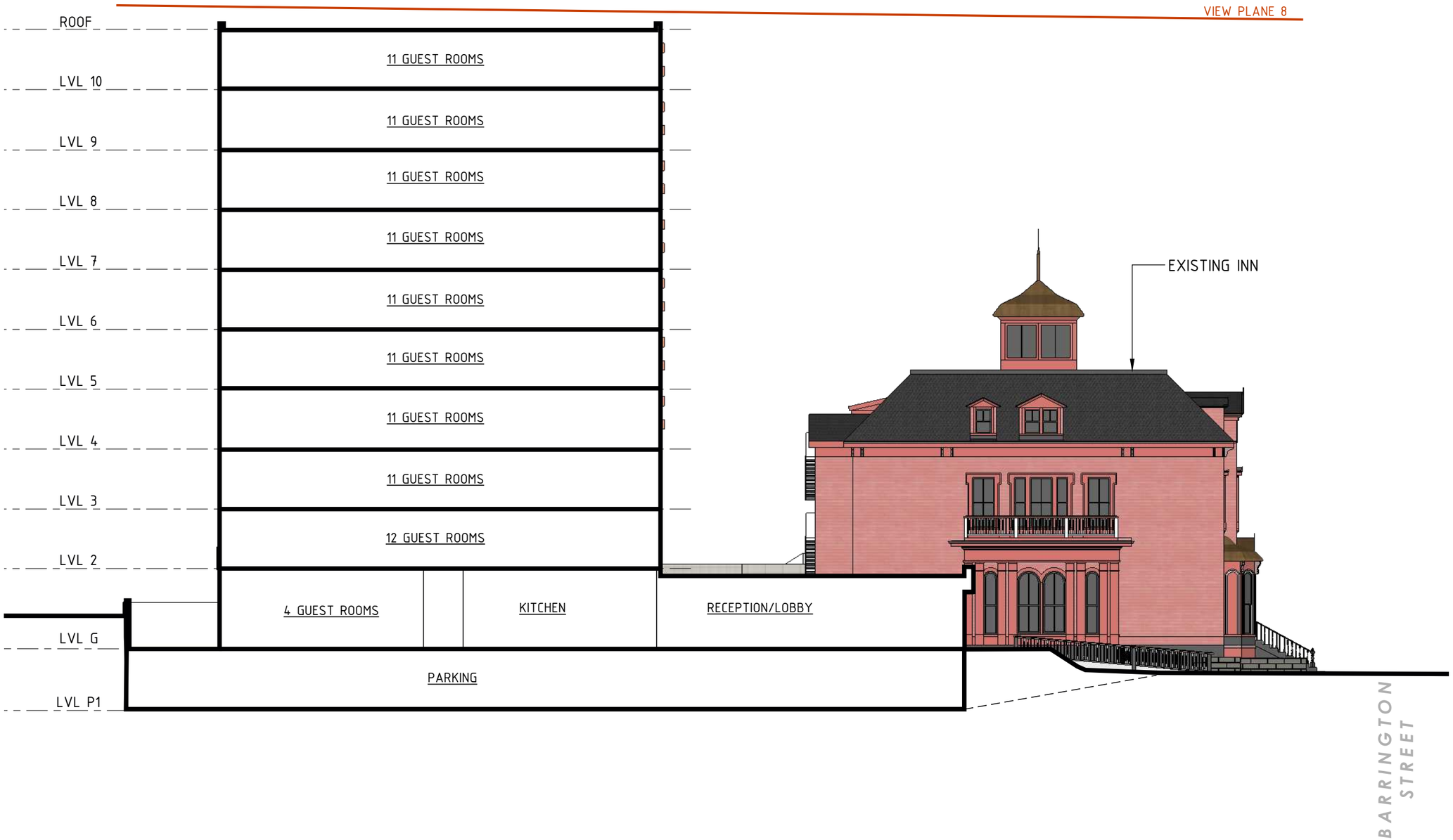
GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

SITE PLAN

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A01



FLOOR AREA RATIO CALCULATION:

FAR ALLOWED: 4.0

LOT AREA: 16,613 SF

GFA ALLOWABLE: 66,452 SF

(HERITAGE ASSET EXCLUDED)

LG =	8,209SF
L2 =	6,833SF
L3 =	6,195SF
L4 =	6,195SF
L5 =	6,195SF
L6 =	6,195SF
L7 =	6,195SF
L8 =	6,195SF
L9 =	6,195SF
L10 =	6,195SF

TOTAL 64,602SF

FAR PROPOSED: 3.89

TOTAL GUEST SUITE UNIT COUNT:

EXISTING BUILDING: 14

PROPOSED ADDITION: 104

TOTAL: 118

TOTAL PARKING COUNT:

PROPOSED ADDITION: 32

TOTAL BIKE PARKING COUNT:

PROPOSED ADDITION: 7

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GRAFTON DEVELOPMENTS INC

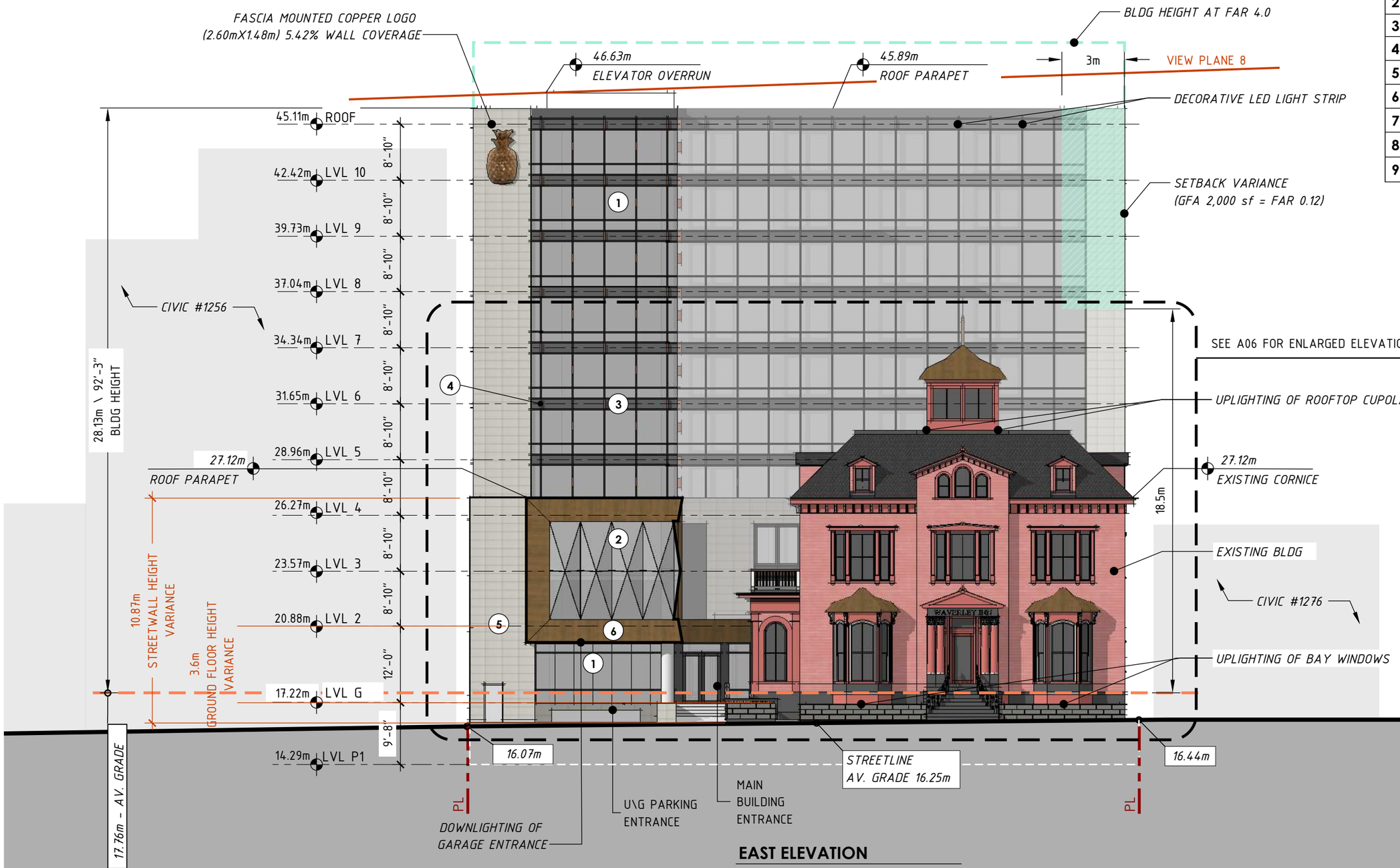
WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

DEVELOPMENT STATISTICS

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A02

EXTERIOR MATERIALS LEGEND	
1	ALUMINUM CURTAIN WALL
2	HIGH TRANSPARENCY PRISMATIC GLAZING
3	SPANDREL GLASS PANEL
4	COPPER TABS (ILLUMINATED)
5	CERAMIC CLADDING
6	STANING SEAM COPPER CLADDING
7	PREFINISHED ENGINEERED METAL CLADDING
8	ALUMINUM FRAMED GLASS GUARD
9	STONE PLANTER RW



EAST ELEVATION

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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

BUILDING ELEVATIONS

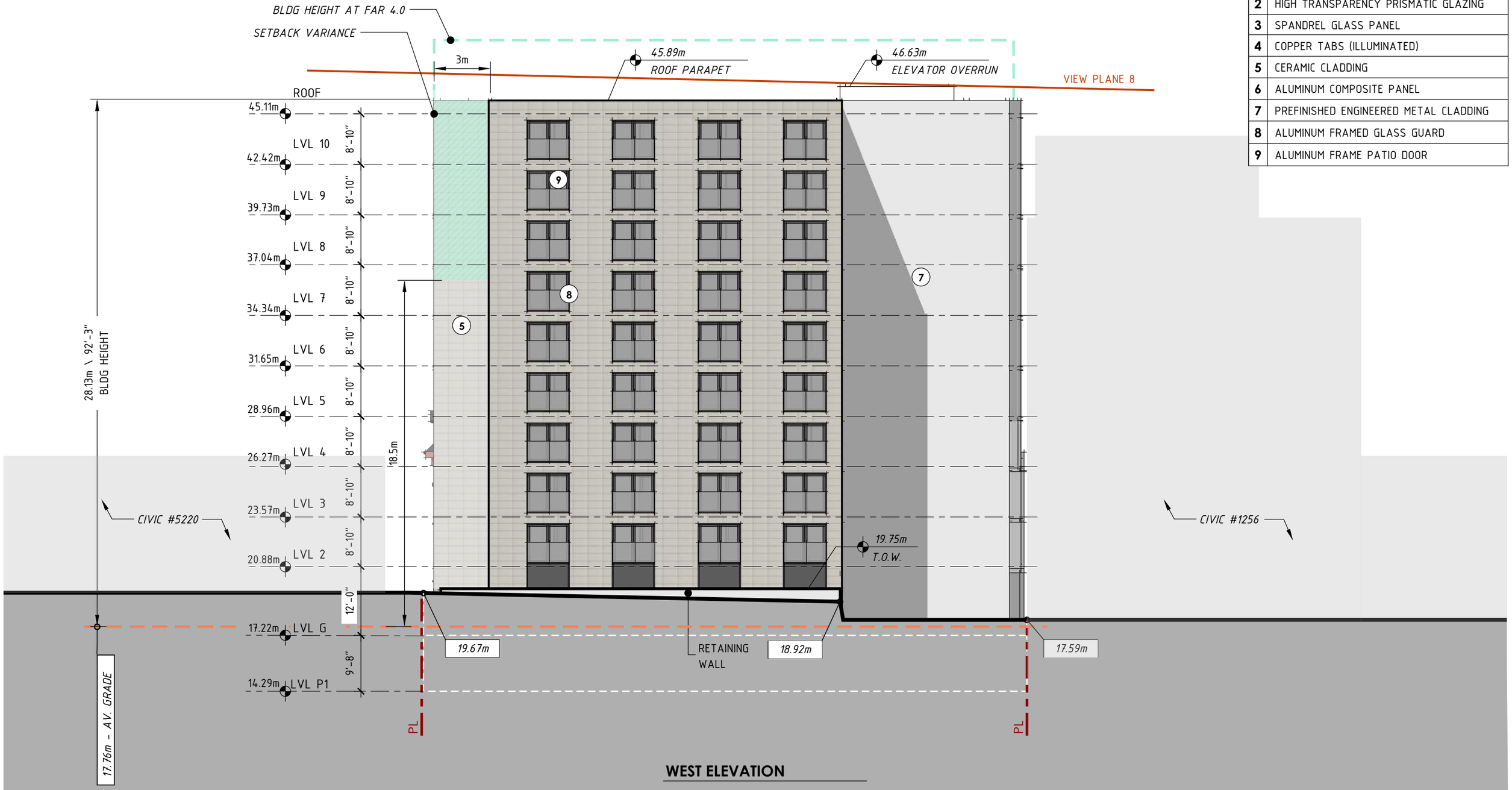
0 5' 10' 20' 40'

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

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A03

EXTERIOR MATERIALS LEGEND	
1	ALUMINUM CURTAIN WALL
2	HIGH TRANSPARENCY PRISMATIC GLAZING
3	SPANDREL GLASS PANEL
4	COPPER TABS (ILLUMINATED)
5	CERAMIC CLADDING
6	ALUMINUM COMPOSITE PANEL
7	PREFINISHED ENGINEERED METAL CLADDING
8	ALUMINUM FRAMED GLASS GUARD
9	ALUMINUM FRAME PATIO DOOR



WEST ELEVATION

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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
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BUILDING ELEVATIONS

0 5' 10' 20' 40'

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

PROJECT NO. 18-005
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A04

EXTERIOR MATERIALS LEGEND	
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2	HIGH TRANSPARENCY PRISMATIC GLAZING
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4	COPPER TABS (ILLUMINATED)
5	CERAMIC CLADDING
6	STANING SEAM COPPER CLADDING
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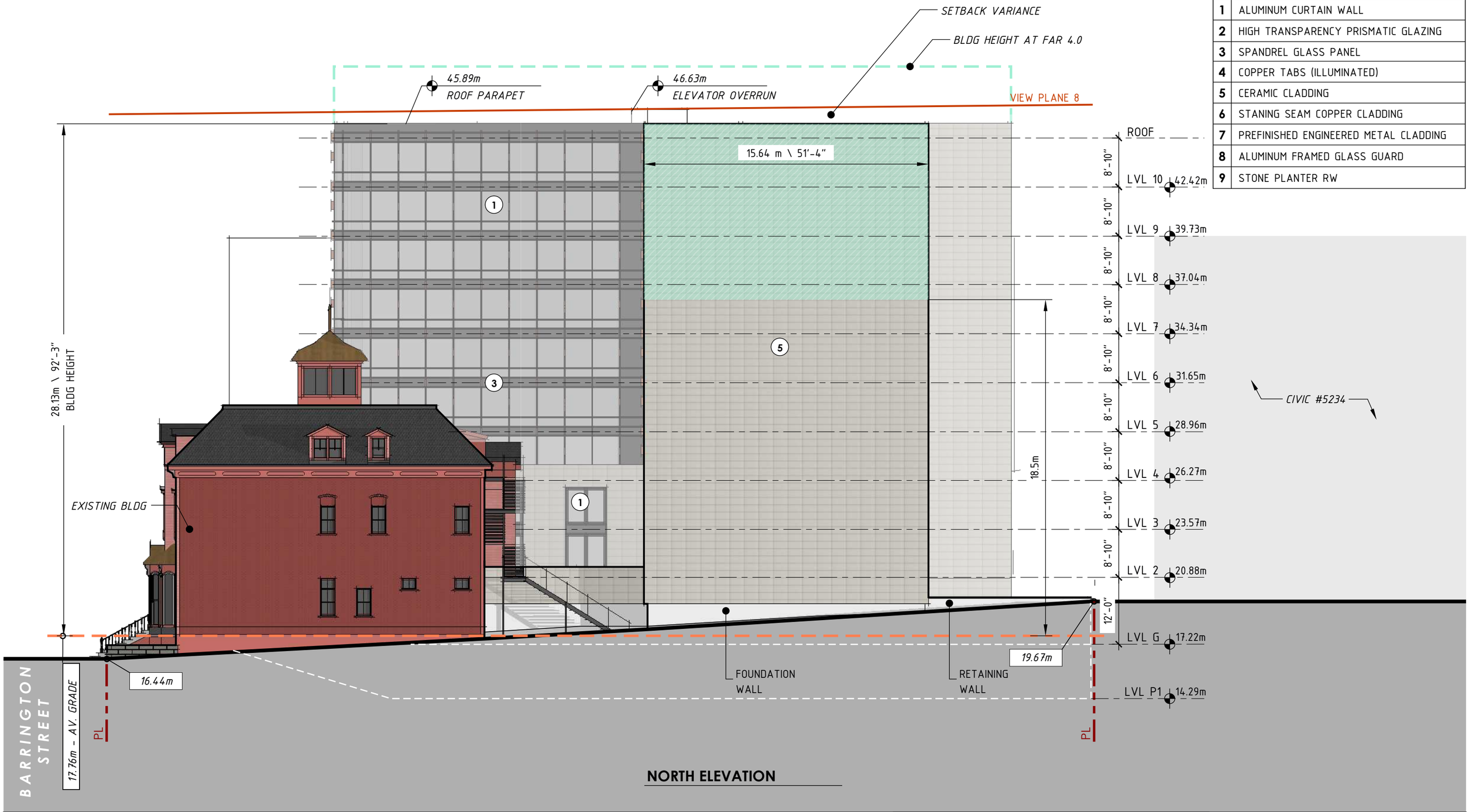
9	STONE PLANTER RW



NORTH ELEVATION

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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

BUILDING ELEVATIONS

0 5' 10' 20' 40'

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

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A05

EXTERIOR MATERIALS LEGEND	
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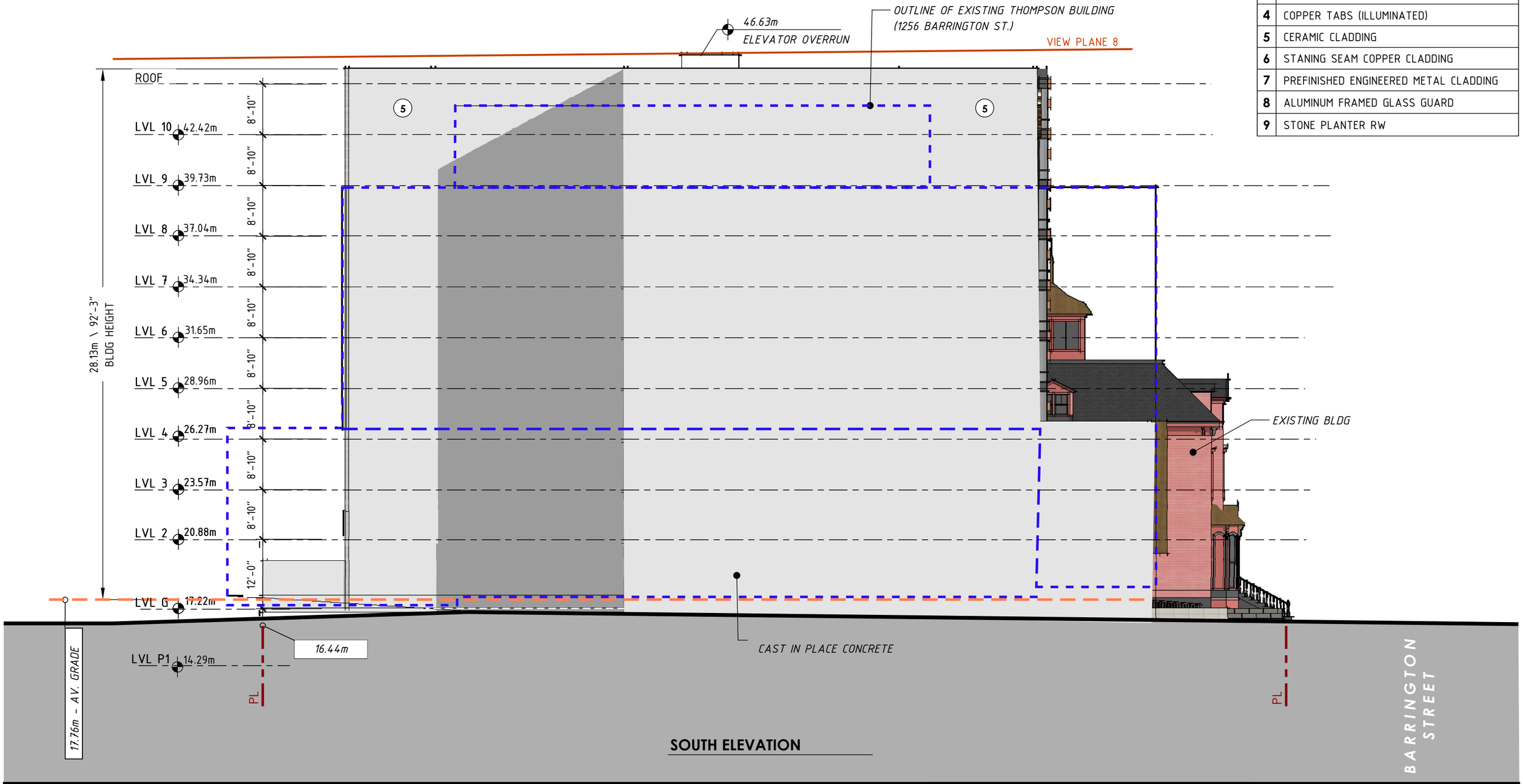

SOUTH ELEVATION

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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

BUILDING ELEVATIONS

0 10' 40'
5' 20'
SCALE: 1/16" = 1'-0"

PROJECT NO. 18-005
DRAWN BY: NVC
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DATE: June 14, 2022

A06

EXTERIOR MATERIALS LEGEND	
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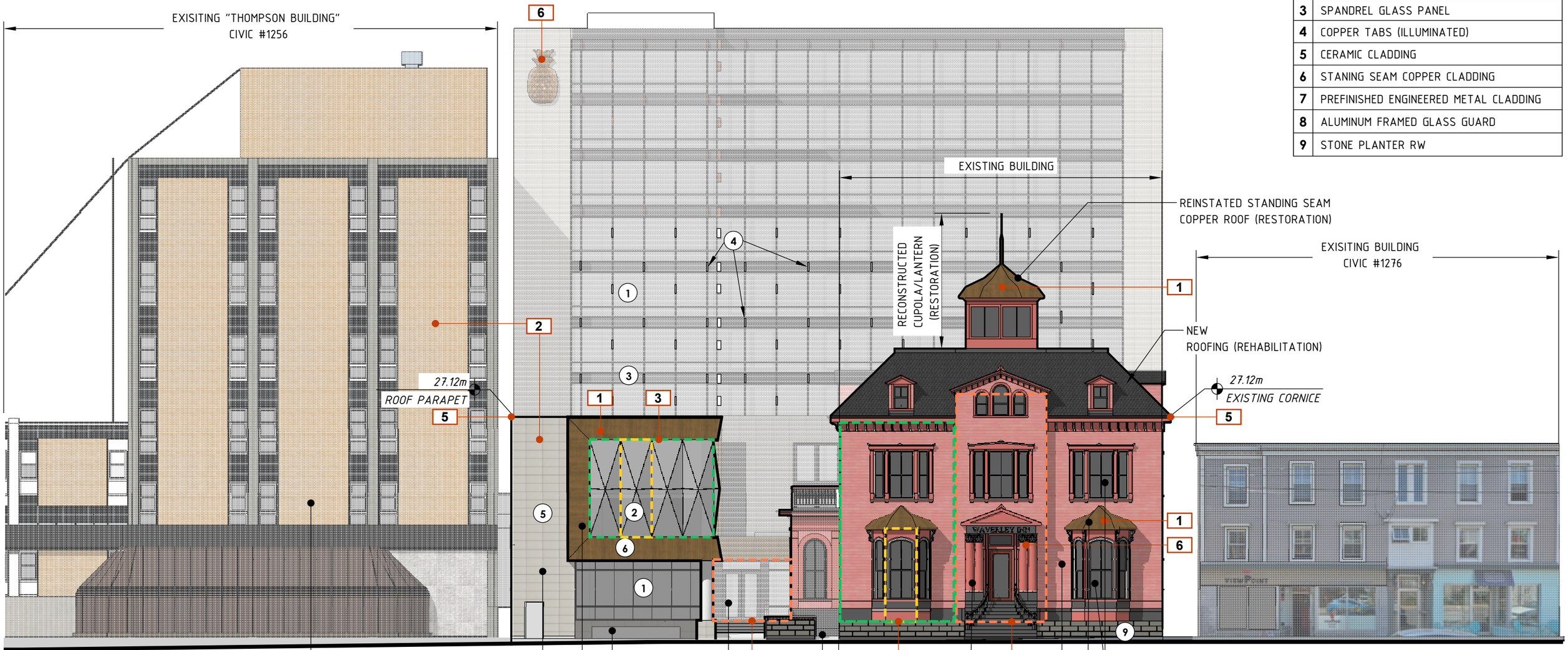

SYMBOLS LEGEND:

(1) EXTERIOR MATERIAL TAG

[1] NOTES TAG

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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
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Barrington Street, Halifax NS

STREETSCAPE CONTEXT ELEVATION

0 5' 10' 20'

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

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A07

EXTERIOR MATERIALS LEGEND	
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5	CERAMIC CLADDING
6	STANING SEAM COPPER CLADDING
7	PREFINISHED ENGINEERED METAL CLADDING
8	ALUMINUM FRAMED GLASS GUARD
9	STONE PLANTER RW

NEW COPPER ROOF TO MATCH RESTORED BAY WINDOOW ROOF

RECONSTRUCT CUPOLA/LANTERN

REPAIR EXISTING AND REPLACE DECORATIVE MODILLIONS (PRESERVATION)

NEW ROOFING

NEW WOOD WINDOWS

27.12m
EXISTING CORNICE

RESTORE WOOD SIDING (SHINGLES OR CLAPBOARD)

RESTORE PROJECTING LINTELS/PEDIMENTS C/W DECORATIVE FRETWORK

RE-INSTATED STANDING SEAM COPPER ROOF (RESTORATION)

TWIN COLUMNS (RESTORATION)

27.12m
ROOF PARAPET

RE-INSTATED BREAKFAST BAY WINDOW (RESTORATION)

WAVERLEY INN

19'-7"

U\G PARKING ENTRANCE

MAIN BUILDING ENTRANCE

REPLACE WINDOWS WITH NEW 2 OVER 2 WOOD WINDOWS (RESTORATION)

ZZap Zwicker Zareski architecture + planning
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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

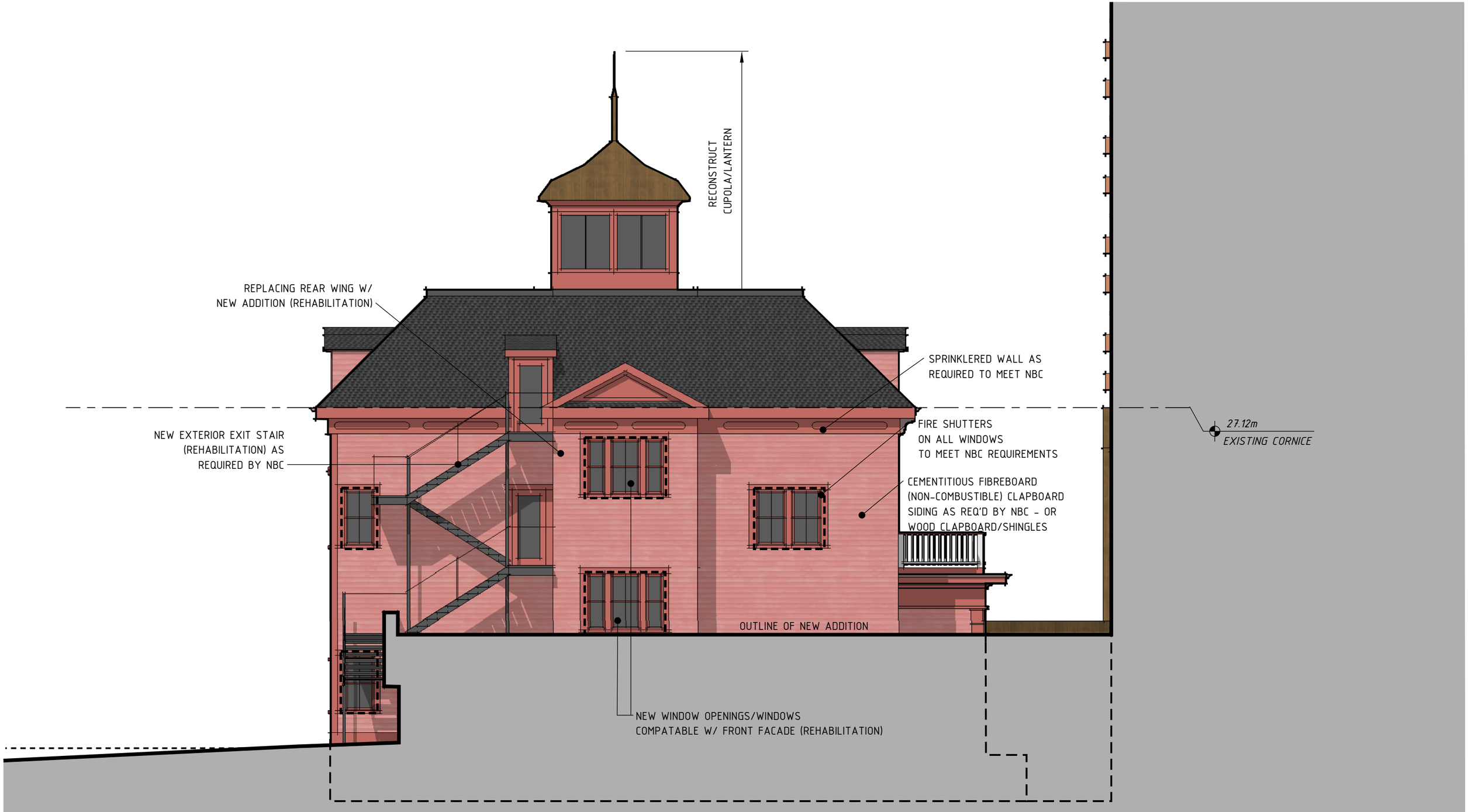
HERITAGE STREETSCAPE ELEVATION

0 5' 10' 20'

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

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A07.1



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GRAFTON DEVELOPMENTS INC

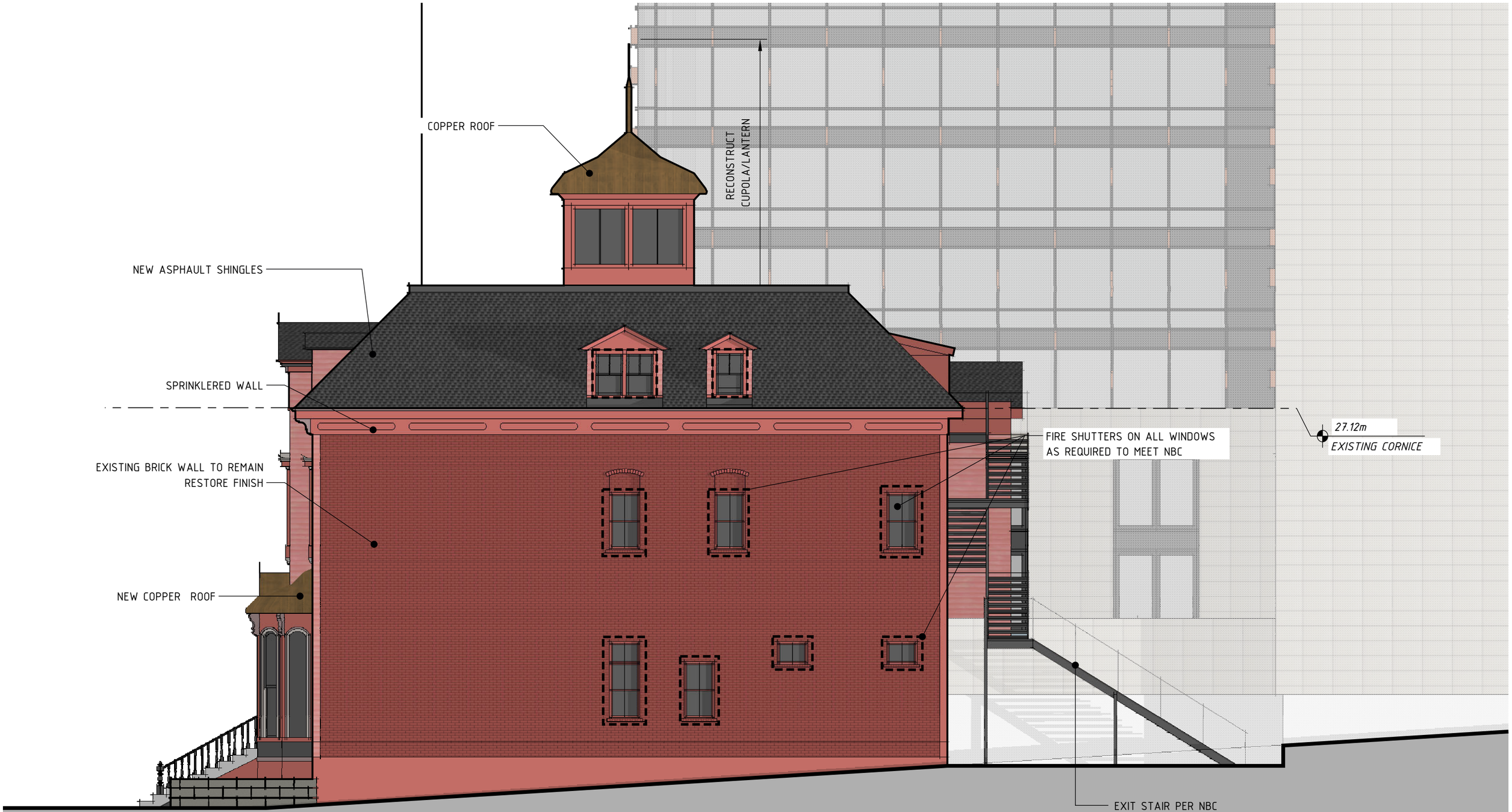
WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

HERITAGE WEST ELEVATION

0 10'
5' 20'
SCALE: 1/8" = 1'-0"

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A07.2



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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

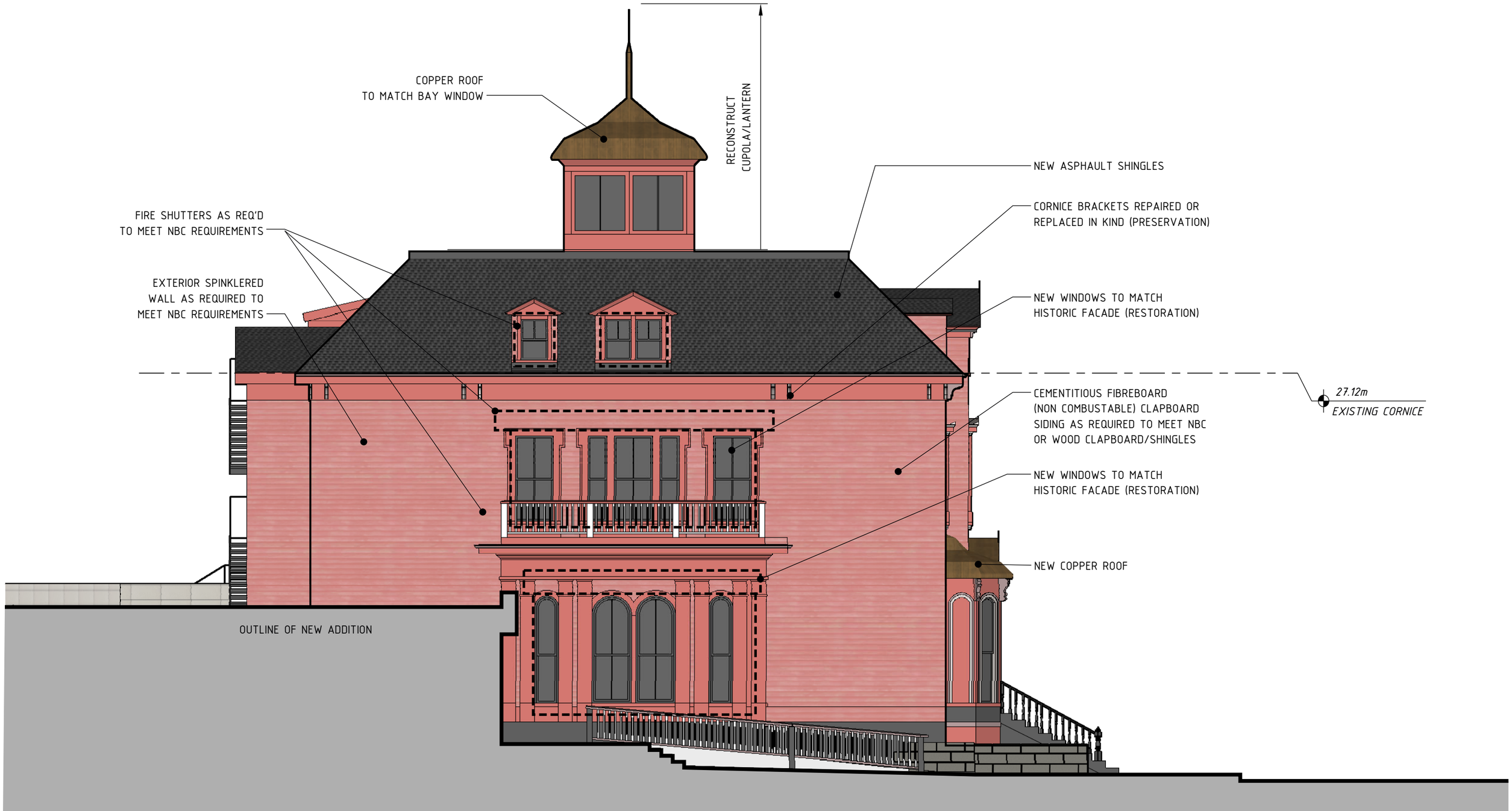
HERITAGE NORTH ELEVATION

0 5' 10' 20'

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

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A07.3



ZZap
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GRAFTON DEVELOPMENTS INC

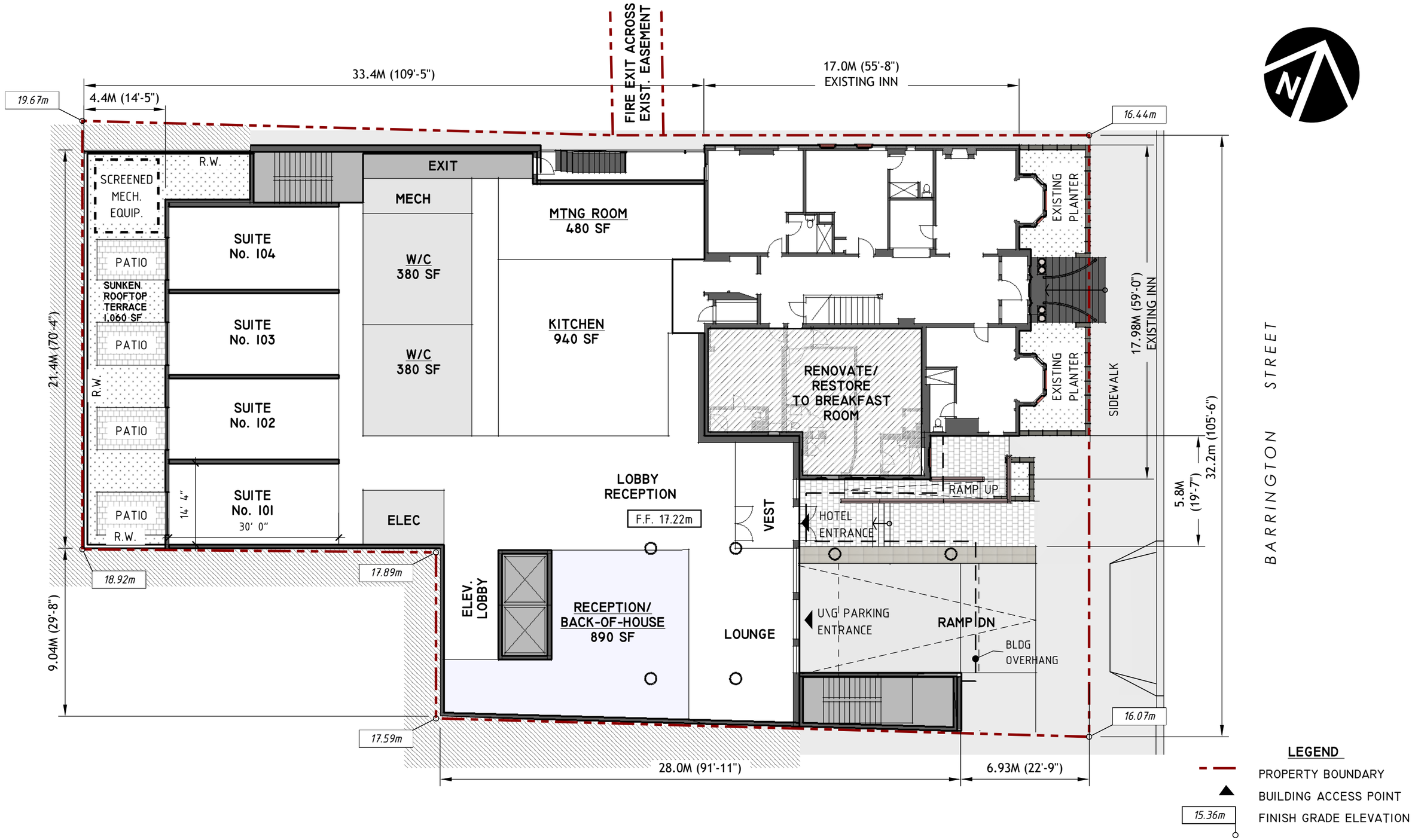
WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

HERITAGE SOUTH ELEVATION

0 10'
5' 20'
SCALE: 1/8" = 1'-0"

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A07.4



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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

FLOOR PLAN LEVEL G

0 5' 10' 20' 40'

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

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A09

Attachment B: Variance Requests

Variance Requests

The following is a description of the requested variances that are part of this Site Plan Approval application. Details and rationale for each variance have been provided in the sections to follow. The following is a list of variances that are being requested:

1. Minimum Streetwall Height (require 11 m, requesting 10.87 m)
2. Upper Storey Side Yard Setback Variance (require 3 m, requesting 0.7m)
3. Minimum Ground Floor Height (require 4.5 m, requesting 3.6 m)

---

1. Streetwall Height (3.6.3)

We are requesting a variance to the streetwall height to reduce the minimum streetwall height to 10.87 metres as shown in Figure 1. The intention behind this variance request is to keep the streetwall height consistent with the cornice line of the existing heritage building. This variance is consistent with the design guidance of section 3.2.1(d), which says that, "in areas of contiguous heritage resources, the streetwall height should be consistent with heritage buildings." Additionally, this variance aligns with guideline 4.4.2 which discusses maintaining the same or similar cornice height of a new building with adjacent heritage resources.

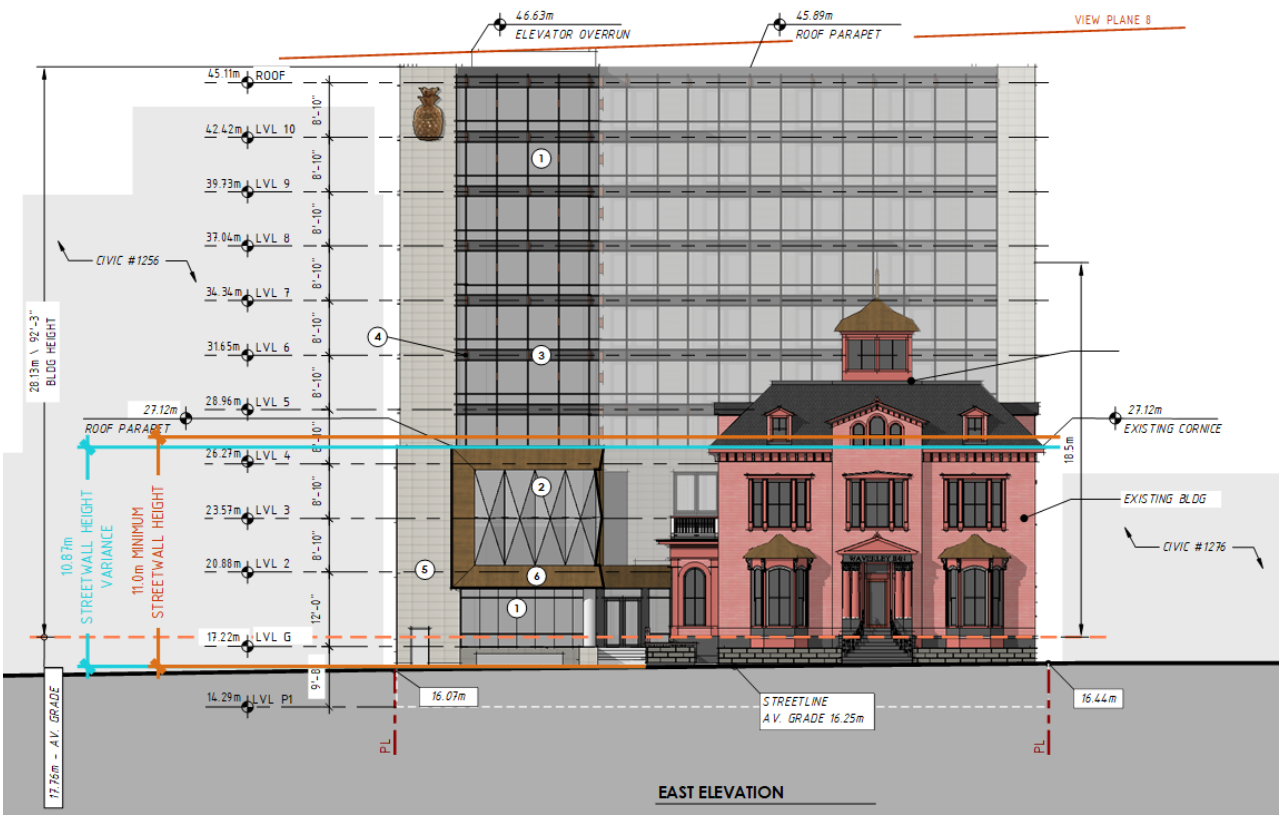


Figure 1 - Streetwall Height Variance

2. Upper Storey Side Yard Stepback (3.6.6)

We are requesting a variance to the Upper Storey Side Yard Stepback as indicated in Figure 2. As we understand it, the requirements of section 2.4(b) may be relaxed where the relaxation of the requirement is consistent with the Design Manual.

Specifically, we are requesting a variance under Section 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"

In this instance, a floor area ratio of 4.0 is permitted on the site. However, only a floor area ratio of 3.68 is achievable under the as-of-right land use bylaw requirements due to the presence of View Plane 8, which limits the maximum height of the building. This reduces to overall achievable gross floor area by 5,316 sqft. To recover some of that gross floor area and to resolve building code compliance issues on the site, we are requesting a variance to the upper storey streetwall setback to permit an additional 2,000 sqft (as indicated on Sheet A03).

The proposed stepback relaxation does not detract from the visual prominence of the existing heritage resource and therefore keeping consistent with Design Manual Guidance.

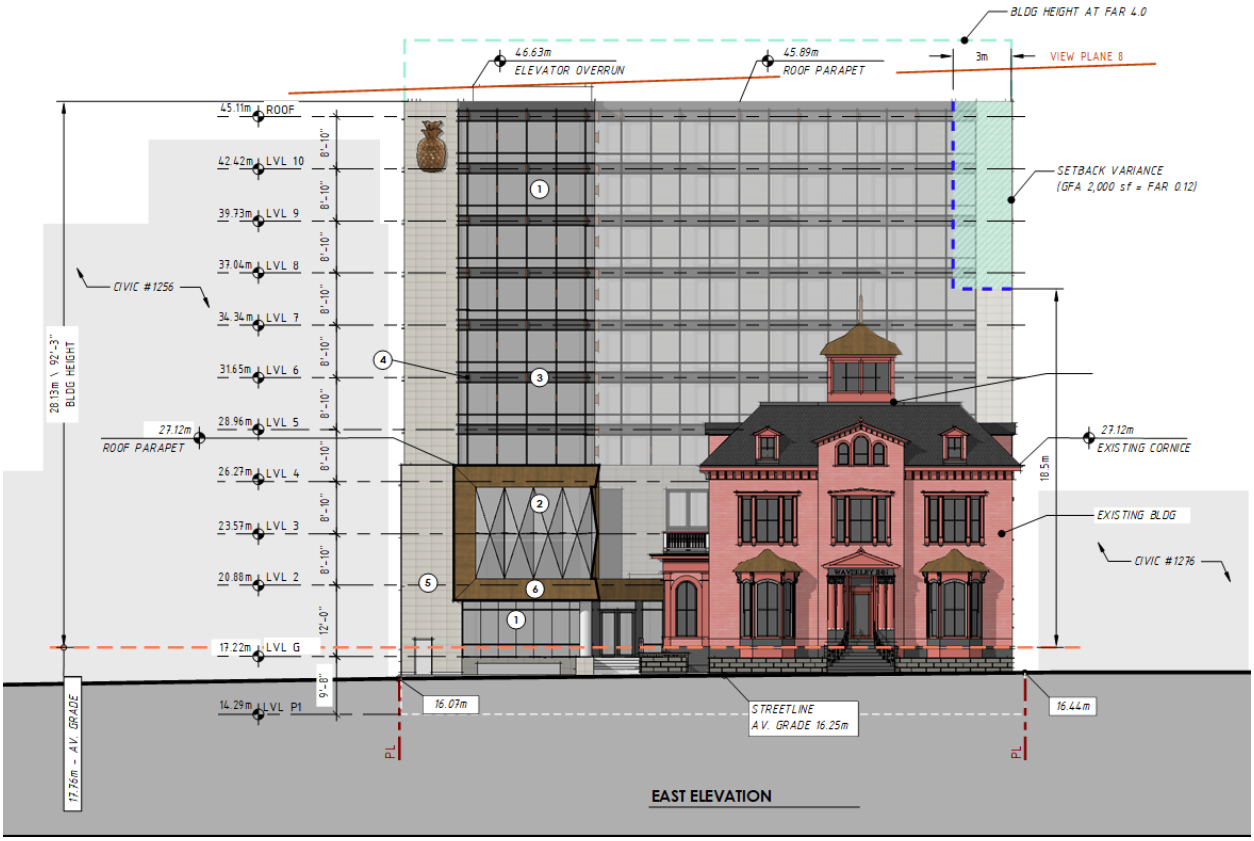


Figure 2 - Upper Storey Side Setback Variance

3. Ground Floor Height (3.6.15)

We are requesting a variance to the Ground Floor Height requirement of section 8(13). As we understand it, this requirement may be relaxed if the requirement is consistent with the Design Manual, and where (e) the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical.

The existing building ground floor height is 4.6m and the proposed addition ground floor height is 3.6m as shown in Figure 3. It is not feasible to lower the ground floor elevation as this would impede on the clearance for the underground parking entrance. Additionally, lowering the ground floor elevation of the proposed addition would require internal ramping between the addition and existing building to meet accessibility requirements of the buildings code. However, there is not enough space internally to meet these requirements, rendering the connection between the proposed addition and existing building inaccessible.

It is not feasible to raise the parapet and top of the ground floor to achieve the requirements of section 8(13) because this would impact the cornice line detailing of

the existing Waverley Inn's breakfast room where the new addition connects with the existing building. The intent of this project is to restore the heritage detailing of the Waverley Inn and raising the ground floor height would conflict with that intent and the intent of guideline 4.3.3(f).

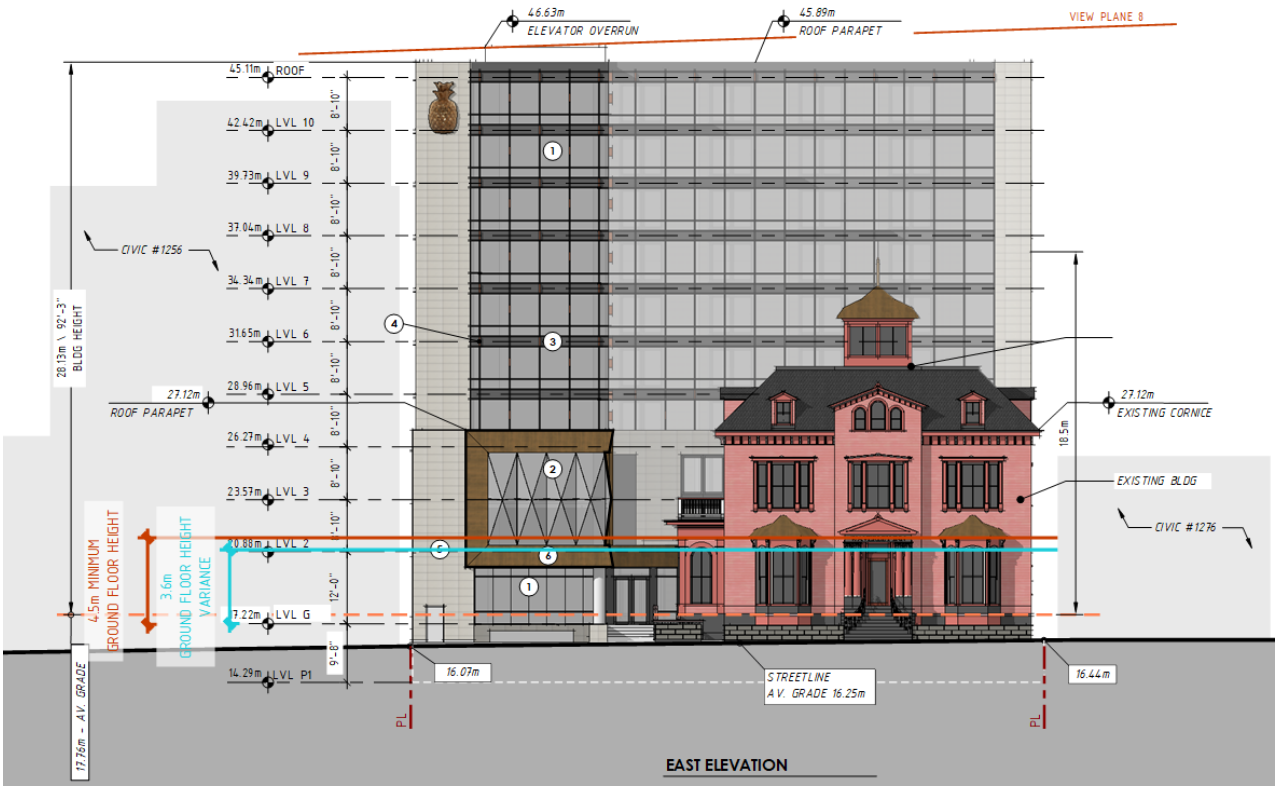
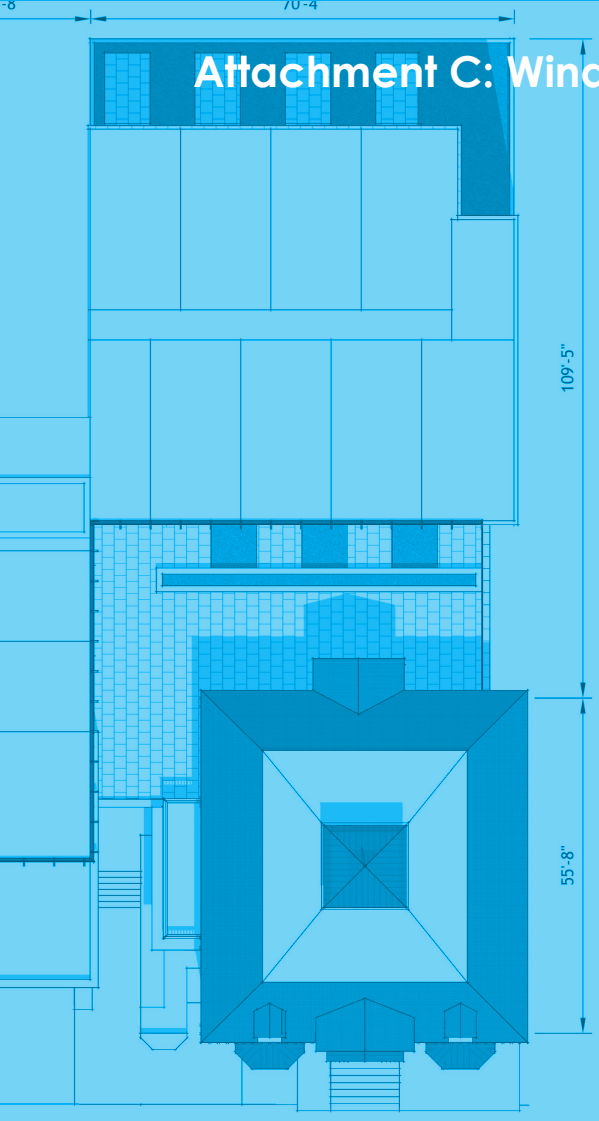
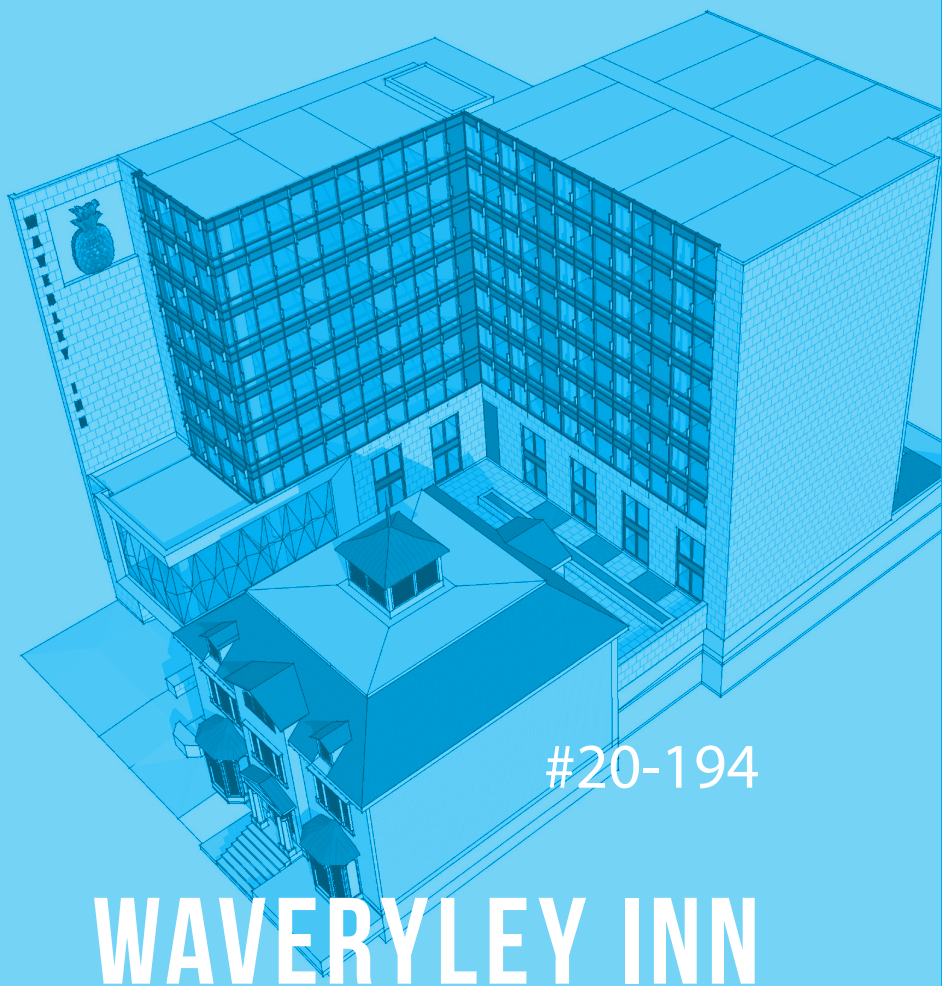


Figure 3 - Minimum Ground Floor Height Variance

Attachment C: Wind Assessment





#20-194

WAVERYLEY INN

WIND STUDY

2020

FINAL REPORT
SEPT 30, 2020

submitted by:
fathom

fathom

WAVERLEY INN
MICROCLIMATE STUDY

FIG 1. WAVERLEY INN Site context looking south west

The proposed Waverley Inn expansion includes a 10-storey infill in an L-configuration preserving the existing 3-storey Second Empire heritage building and nestled up against the 6-storey East Coast School of Languages to the south and the 8-storey Letson Court to the west. The design includes a 3-storey podium wrapping around the south and west side of the existing Waverley building and a 2-storey podium at the rear backing onto the Letson Court development with a stepback of about 15' from the property line.

This wind and comfort assessment looks at impacts from the proposed development on the surrounding properties, at the street and on the new 3-storey podium surrounding the existing Waverley Inn.

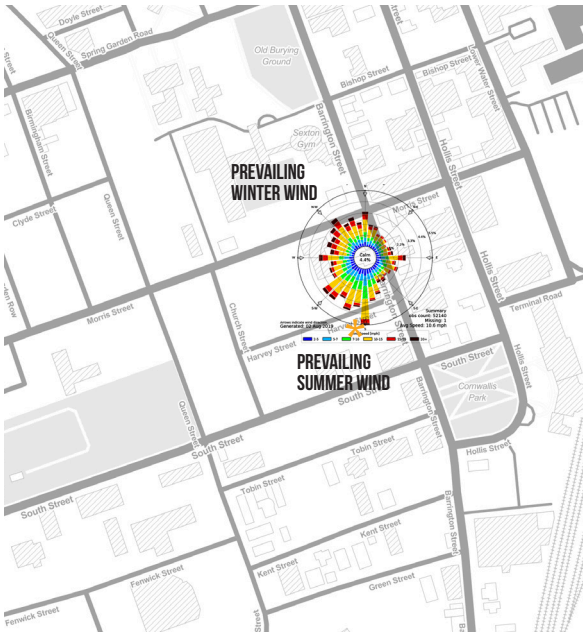


FIG 2. AERIAL PHOTO LOOKING SOUTH-WEST
The figure shows the context of the proposed infill with the surrounding neighbourhood.

SHEARWATER, NS WIND DATA

This wind assessment analyzes the probable qualitative wind impacts on surrounding properties and public spaces as a result of the proposed development. Wind data was gathered from RCAF Shearwater, NS between 2007 and 2019 to understand the intensity, frequency, and direction of winds at the proposed site. The resulting diagrams (Fig. 3) shows the highest and most frequent wind speeds aggregated annually and then monthly using representative months for the 4 seasons. For this analysis we chose representative months in the middle of the season (Feb for winter, July for summer, April for spring and Oct for fall). In Halifax, the coastal conditions bring winds from many different directions throughout the year resulting in prevailing winds mostly from south and southwest in the summer and from the west to the north in the winter.

ANNUAL WIND AGGREGATED (FIG 3.1):

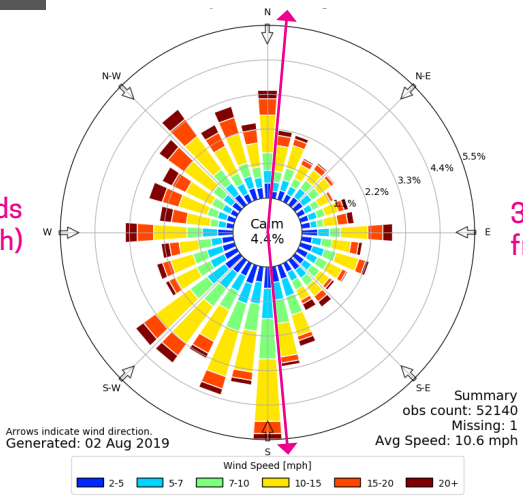
On an annual basis, winds are relatively infrequent (36% of all winds) between on the eastern semi-circle (the north and clockwise to the south semi-circle at about 10-170 degrees) and only 6% of winds from these easterly directions exceed 15 mph. In the annual western semi-circle (170-360 degrees) 59% of the wind comes from the western semi-circle north to the counterclockwise south quadrants (10.5% of winds from this direction exceed 15 mph). Over the year, the prevailing wind in Shearwater comes primarily from the south to west directions and secondly from the west to north directions. The annual average wind speed is 10.5 mph. Importantly, wind directions and wind speeds change significantly throughout the year. It is important to analyze the wind impacts in all four seasons.

FIG 3. SEASONAL WIND

Sydney Airport Wind Conditions 2007-2019

Fig 3.1 Annual

59% of the time (10.5% of winds from this direction exceed 15 mph)



36% of the time (only 6% of winds from this direction exceed 15 mph)

Fig 3.2 Winter (Feb)

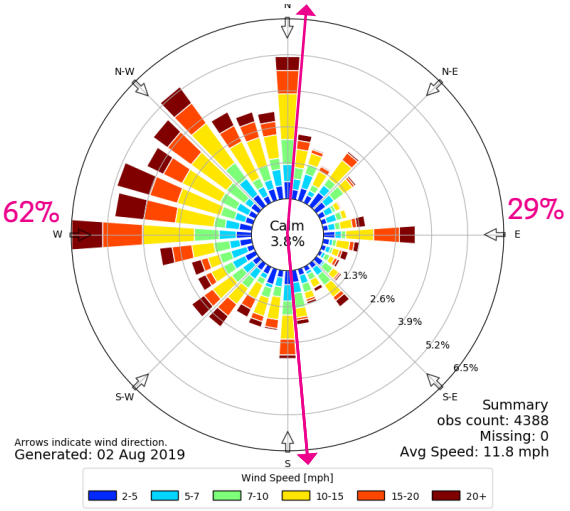


Fig 3.4 Summer (Jul)

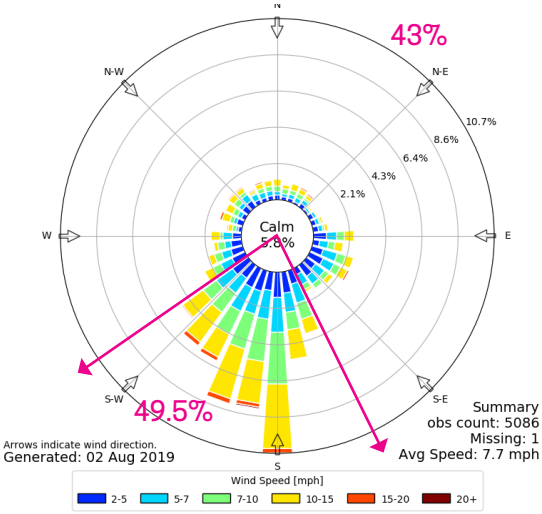


Fig 3.3 Spring (apr)

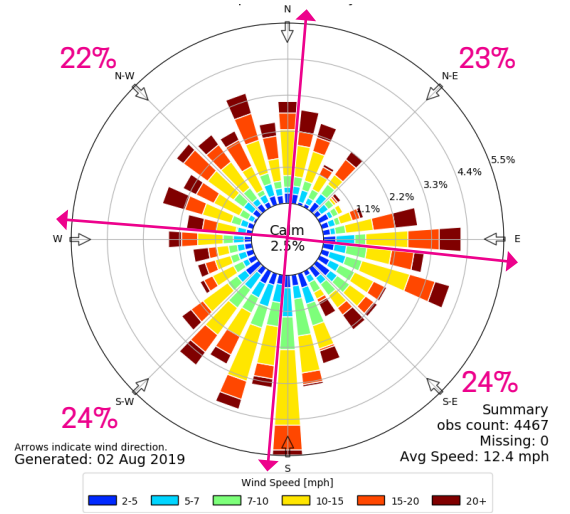
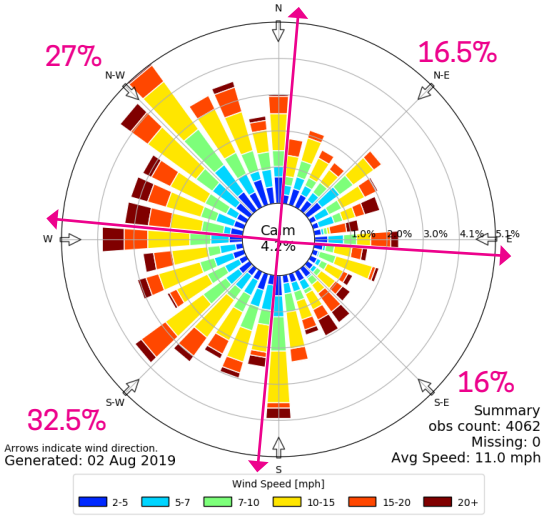


Fig 3.5 Fall (Oct)



WINTER WINDS (FIG 3.2 & FIG 4):

In the winter, prevailing winds come mainly from western directions (180-350 degrees) 62% of the time. The strongest winds come from the north-west. In the western directions 10% of the wind range between 15-20 mph. 8% of the wind in these same directions exceed 20 mph. Prevailing winds from the eastern directions (10-170 degrees) 29% of the time. These winds are less strong than from the west. 3.5% of eastern prevailing wind range between 15-20 mph. As well, only 3% of the eastern wind exceed 20 mph. The winter months are the least thermally comfortable in Halifax since this season sees the strongest prevailing winds out of the year. In the winter, winds greater than 20 MPH occurs more frequently than any other season.

SPRING WINDS (FIG 3.3 & FIG 5):

In the spring, the prevailing winds come from various directions relatively evenly distributed with 23% from the north-east quadrant, 24% from the south-east quadrant, 22% from the north-west quadrant and 24% from the south-west quadrant. The strongest winds come from both south-west and north-west quadrants with 15-20 mph winds occurring 7% of the time and exceeding 20 mph 4.5% of the tine. The strongest winds (>20 mph) come from the south in the spring. In the spring, like in the winter, 67% of the wind exceeds 10 mph making the spring a relatively windy season in Halifax. Unlike the winter months, winds that exceed 20 mph only occur 9.5% of the time (compared to 12% in the winter).

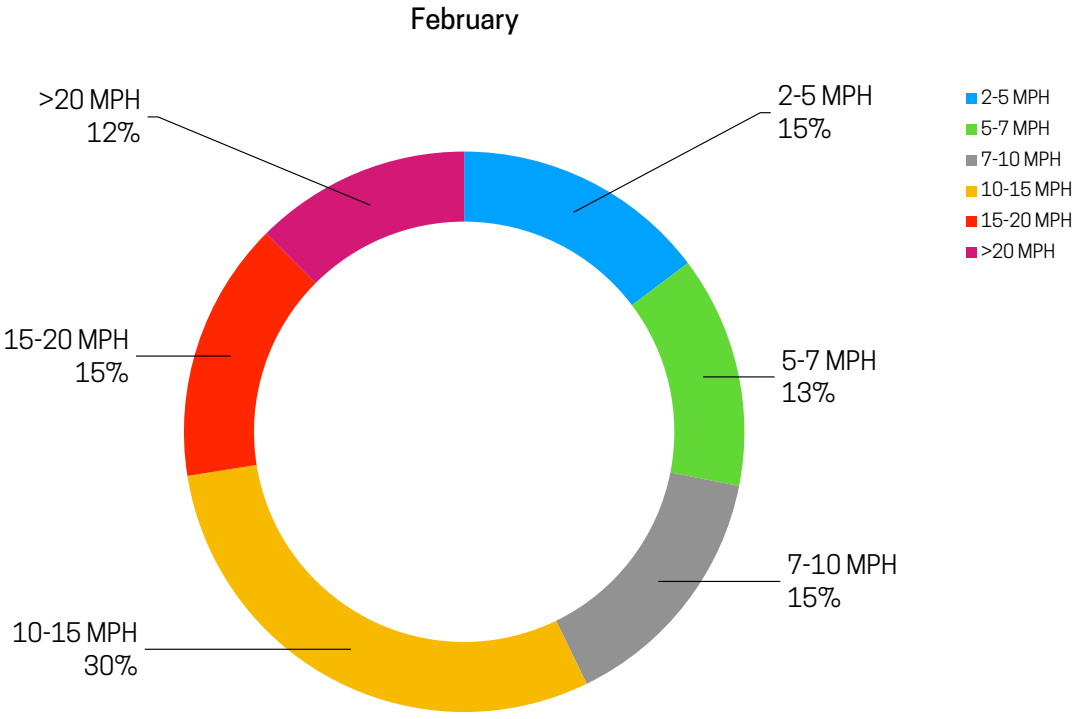


FIG 4. WINTER WIND DISTRIBUTION
Shearwater Airport Wind Conditions 2007-2019

April

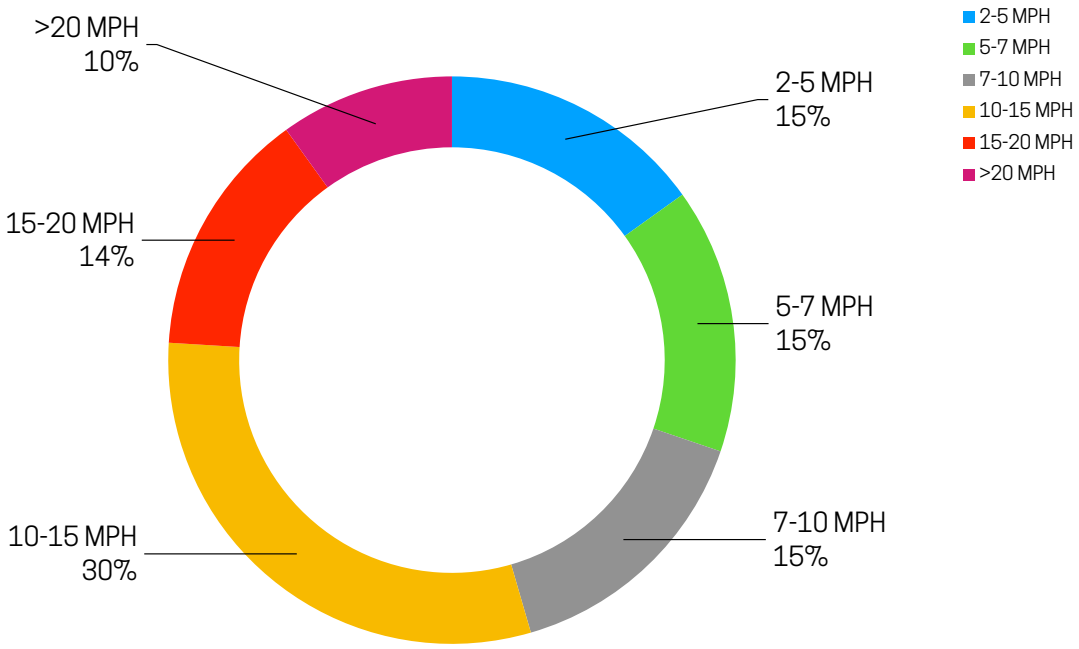


FIG 5. SPRING WIND DISTRIBUTION
Shearwater Airport Wind Conditions 2007-2019

SUMMER WINDS (FIG 3.4 & FIG 6):

In the summer, wind speeds are by far the lowest compared to the other 3 seasons and the winds originate primarily from the south quadrant 49.5% of the time. In the summer, wind speeds between 15-20 mph occur only 3% of the time and exceed >20 mph only 0.5% of the time (see Fig 6). Wind speeds less than 10 mph occur 69% of the time. Wind from the other 3 quadrants only occur 43% of the time and with fairly low wind speeds.

Generally speaking summer wind speeds are low in Halifax and come from the south and south-west directions.

FALL WINDS (FIG 3.5 & FIG7):

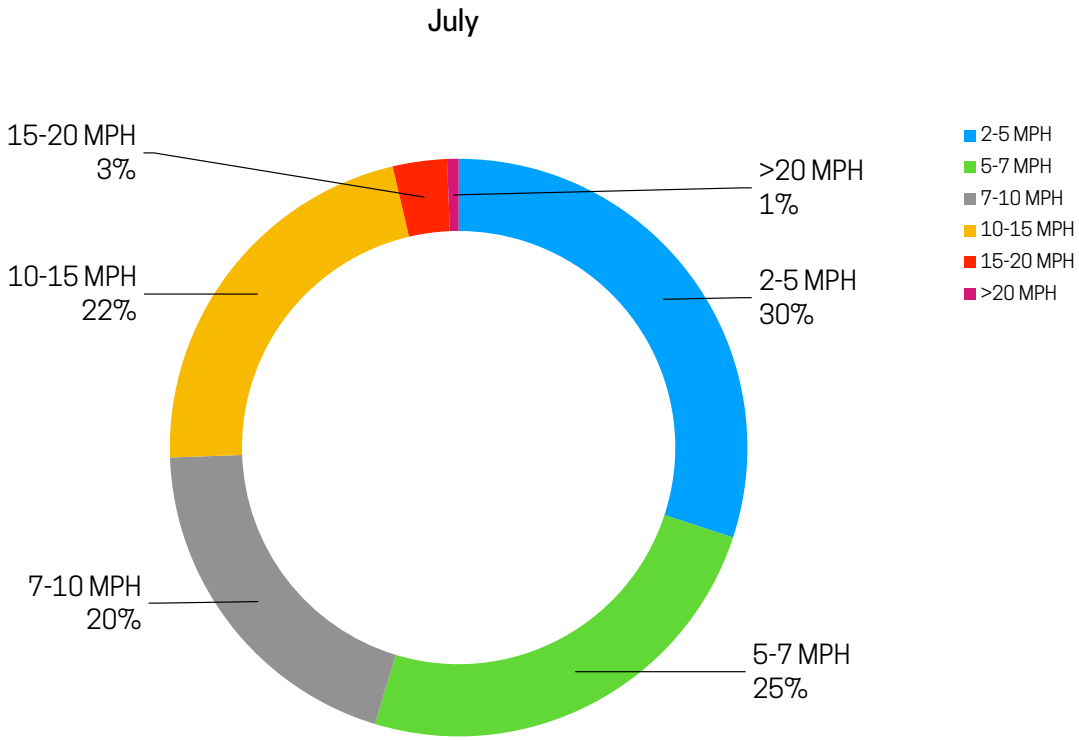
In the fall, the prevailing wind comes from south-western quadrant about 32.5% of the time; the north-west quadrant has wind 27% of the time; the north-east has wind 16.5% of the time and wind coming from the south-west occurs 16% of the time. The strongest winds come from the south-west. 80% of the winds speeds are less than 15 mph in the fall making Halifax a very comfortable location compared to other Canadian cities. Only 5% of all wind exceeds 20 mph and 10.5% of the wind is between 15-20 mph making the fall the second least windy season following the summer.

COMFA MODEL (BROWN AND GILLESPIE, 1995)

Dr. Robert Brown of the University of Guelph developed the COMFA model to model human thermal comfort as a result of a number of variables including wind speed. Comfort is a function of wind speed, temperature, metabolic activity level, insulation and permeability value of clothing, relative humidity and solar/terrestrial radiation. A person can be comfortable in windy conditions if they are active,

FIG 6. JULY WIND DISTRIBUTION

Shearwater Airport Wind Conditions 2007-2019



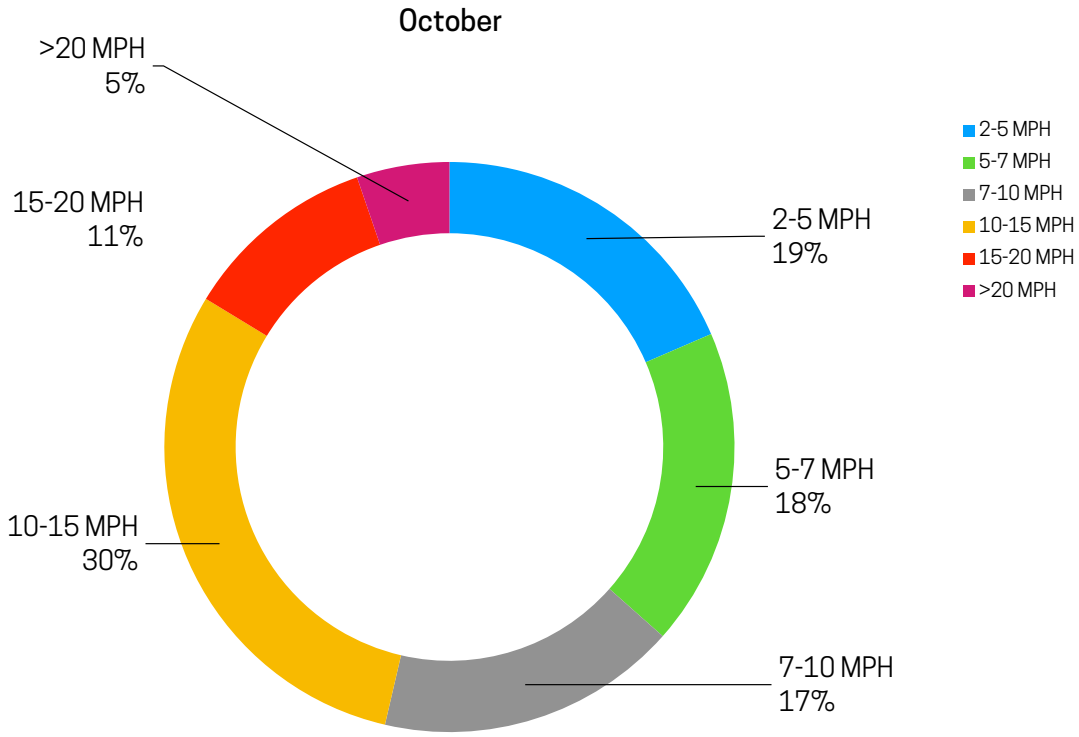


FIG 7. OCTOBER WIND DISTRIBUTION

Shearwater Airport Wind Conditions 2007-2019

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adequately dressed, in the sun and with high relative humidity.

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

PEDESTRIAN COMFORT:

Pedestrian comfort and safety is an important consideration in the design of new developments in downtowns. Building height and massing can have considerable impacts on human thermal comfort at the street-level impacting the livability and walkability of neighbourhoods, snow loading on adjacent roofs and environmental conditions in neighbourhoods.

The Beaufort scale is an empirical measure that relates wind speed to observed conditions on land and sea. The attached Beaufort scale (Figure 7) is a general summary of how wind affects people and different activities, and distinguishes at what points wind speeds can become uncomfortable or dangerous. Wind speed is only one variable of human thermal comfort as described below.

The wind values are represented later in this report using a computational fluid dynamics (CFD) model to assess wind comfort conditions as a result of this new addition.

Figure 7. Beaufort Scale

	2-5 mph	3-8 km/hr	calm	Direction shown by smoke drift but not by wind vanes
	5-7 mph	8-11 km/hr	light breeze	Wind felt on face; leaves rustle; wind vane moved by wind
	7-10 mph	11-16 km/hr	gentle breeze	Leaves and small twigs in constant motion; light flags extended
	10-15 mph	16-24 km/hr	moderate breeze	Raises dust and loose paper; small branches moved.
	15-20 mph	24-32 km/hr	fresh breeze	Small trees in leaf begin to sway; crested wavelets form on inland waters.
	+20 mph	> 32 km/hr	strong breeze	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty.

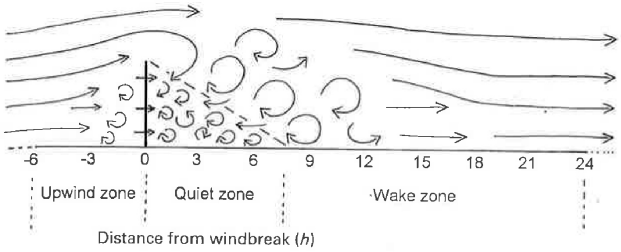
URBAN WINDBREAK IMPACTS

Urban neighbourhoods with tall buildings are generally windier and more gusty than neighbourhoods with shorter buildings because the larger surface area of the tall buildings intercepts wind from higher altitudes (moving at faster speeds), funnelling it downward towards the street or accelerating it between buildings. Buildings which increase the surface area in the direction of the wind are more prone to increasing wind speeds at the street. Buildings which are oriented in the direction of the wind create less surface area and consequently have less wind impacts at the street.

Generally speaking, buildings will slow down wind speeds in the immediate upwind zone and in the downwind zone for a distance of up to 6-8 times the height of the building.

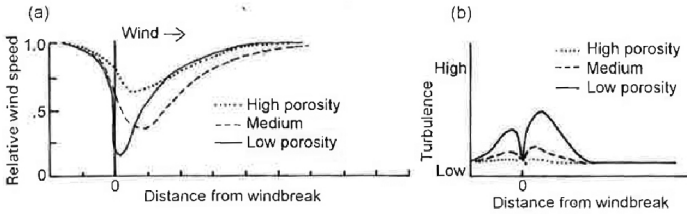
The wake zone for zero porosity structures like buildings can extend 8-30 times the height of a structure creating eddies and more intense turbulence. A 10-storey building (30m) can generate more turbulent wind speeds between 0.25 - 1km on the downwind side (see Fig. 8). This zone can be characterized as being slightly more gusty winds with interspersed quiet periods.

Of course buildings are 3 dimensional structures so while wind speeds can be reduced in the upwind and quiet zones, it does so at the expense of accelerating wind around the sides of the structure and between other tall buildings.



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

Windbreak Diagram



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

Porosity Diagram

Figure 8. Windbreak Diagram and Porosity Diagram

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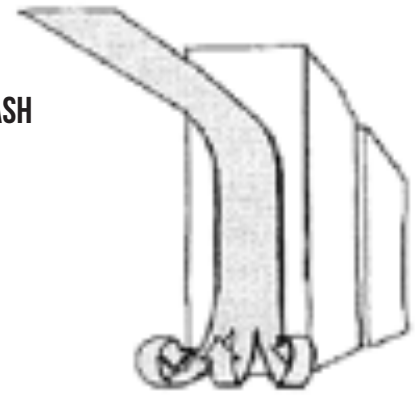
WIND IMPACTS FROM TALL BUILDINGS

There are a number of observed aerodynamic impacts from a new tall building in an urban setting including:

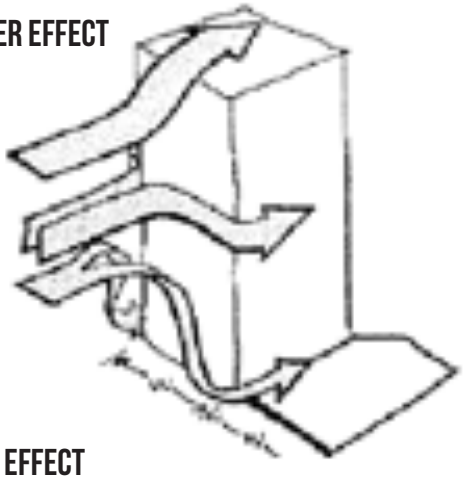
1. **Downwash**: Wind speed increases with the surface area of the building (i.e. height and width) so when a tower is exposed to wind, the pressure differential between the top and the bottom of tower forces the high pressure at the top down the windward face increasing pedestrian wind speeds. The taller the exposed face is, the higher the wind speed will be at the base. Wind speeds increase with altitude in cities so the tower funnels the higher wind velocities to the base of the building. Stepback at the base of towers direct the downdraft on to the raised podium of the building reducing the impacts at the street. Te proposed building has been designed with a stepback at the street to will receive the bulk of this downwash.
2. **The corner effect:** at the windward corners of buildings there can be unexpected increases in wind speeds as wind forces around the windward corners from high pressure on the windward face to low pressure on the lee side. Some of the ways to decrease this impact is to create pyramidal height steps which increases the surface area of the edges. This has been designed into the proposed tower.
3. **The Wake Effect:** Wake is generally caused by both the downwash and corner effect. The greatest impact area occurs within an area of direct proportion to the tower height and width on the lee side of the wind. Impacts are minimized by creating a stepback base on the building.

Building Groups: The effects that occur individually around buildings cannot be applied directly to groups of buildings. The cumulative effect of many clustered tall buildings, like in this situation, can create a wide range of different wind scenarios that must be modelled as a group to understand the cumulative impacts.

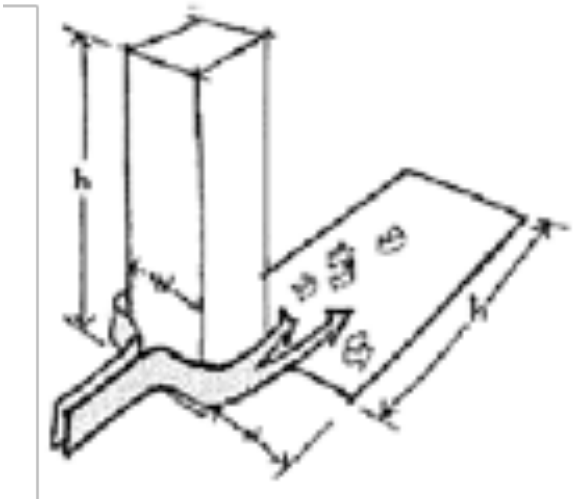
DOWNWASH



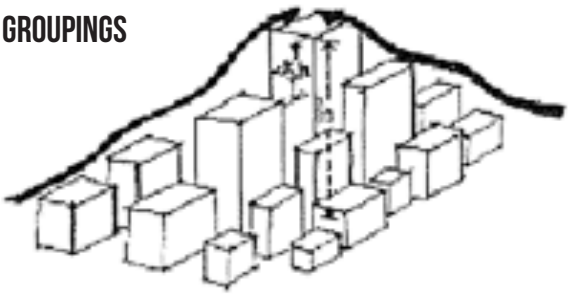
THE CORNER EFFECT

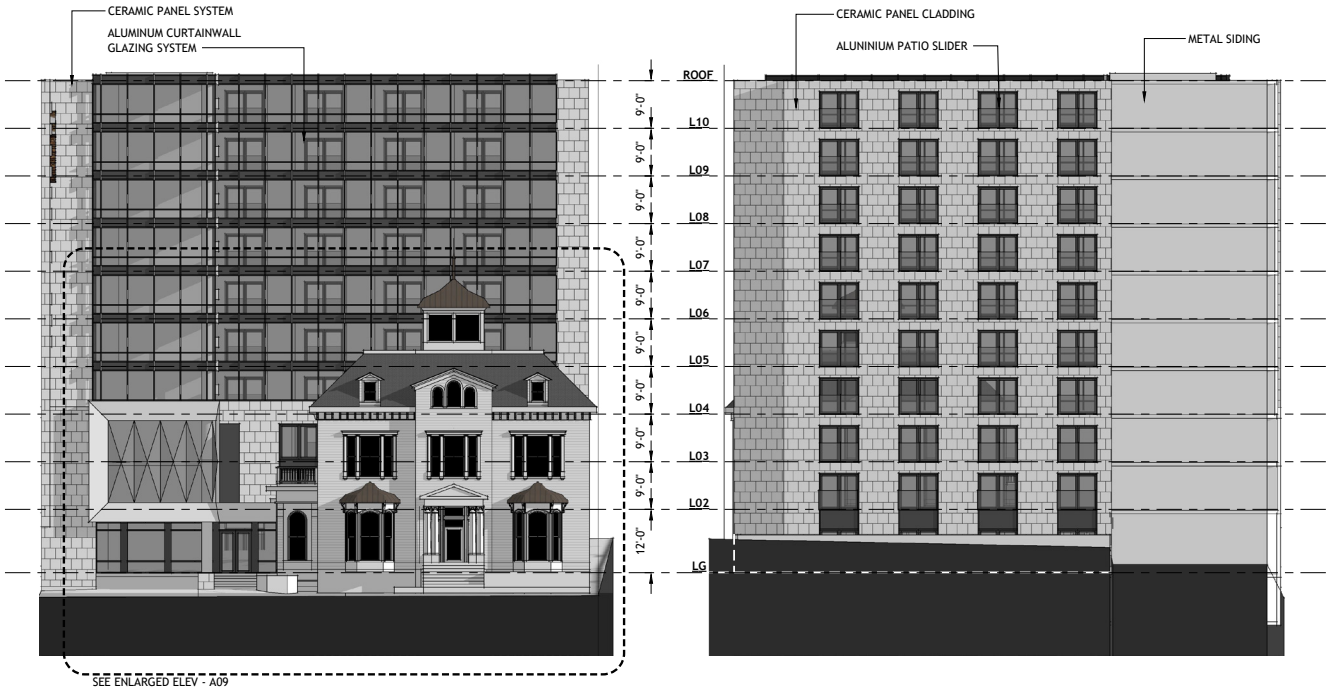


THE WAKE EFFECT



BUILDING GROUPINGS





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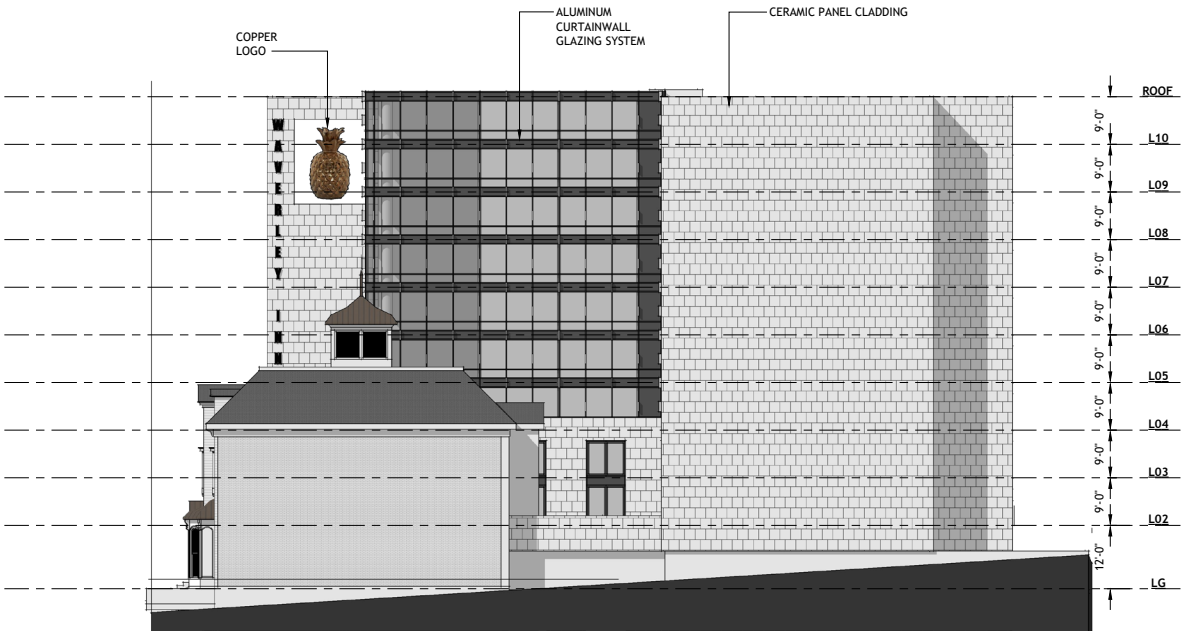
GRAFTON DEVELOPMENTS INC

WAVERLEY INN - Renovation & Addition
Barrington Street, Halifax NS

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

A-06
ISSUED FOR REVIEW
DATE: April 28, 2020



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GRAFTON DEVELOPMENTS INC

WAVERLEY INN - Renovation & Addition
Barrington Street, Halifax NS

EXTERIOR ELEVATION (NORTH)
SCALE: 1/16"=1'-0"

A-07
ISSUED FOR REVIEW
DATE: April 28, 2020

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WIND & SNOW IMPACTS FROM THE WAVERLEY INN EXPANSION

To simulate the impacts of different wind conditions and directions on the building, Fathom employed a CFD simulation (Computational Fluid Dynamics) to model the wind impacts at different times of the year. The CFD was constructed using Ansys Discovery which is a platform commonly used for wind and fluid simulations. CFD simulations are now being widely used for the prediction and assessment of pedestrian wind comfort environments and high-rise building aerodynamics. There are various types of wind analysis that can be carried out using CFD and they provide a high predictive qualitative assessment but more detailed quantitative assessments still employ wind tunnels to measure more accurate wind speeds. Wind tunnels require the construction of scaled physical models and are still time consuming and expensive.

Results from CFD wind simulation are considered to be a reliable sources of quantitative and qualitative data and are frequently used to make important design decisions. For this wind assessment a CFD model was employed using the latest August 2020 model of the of the building (simplified to reduce modelling complexity) and the digital building and terrain data from the city.

The wind direction and wind speed data was used from the data acquired at the Shearwater airport and described in the earlier section of this report. To keep the model simple (CFD are notoriously complicated simulations), trees were not modeled and building details like decks and windows were not included. The CFD simulations were run at 6' (2m) off the ground to simulate street conditions. The wind speeds were sensitivity tested in the model using 20 mph and 30 mph starting wind speeds and there was very little variation in the simulation. For this reason a 20 mph starting wind speed was used for the modelling.

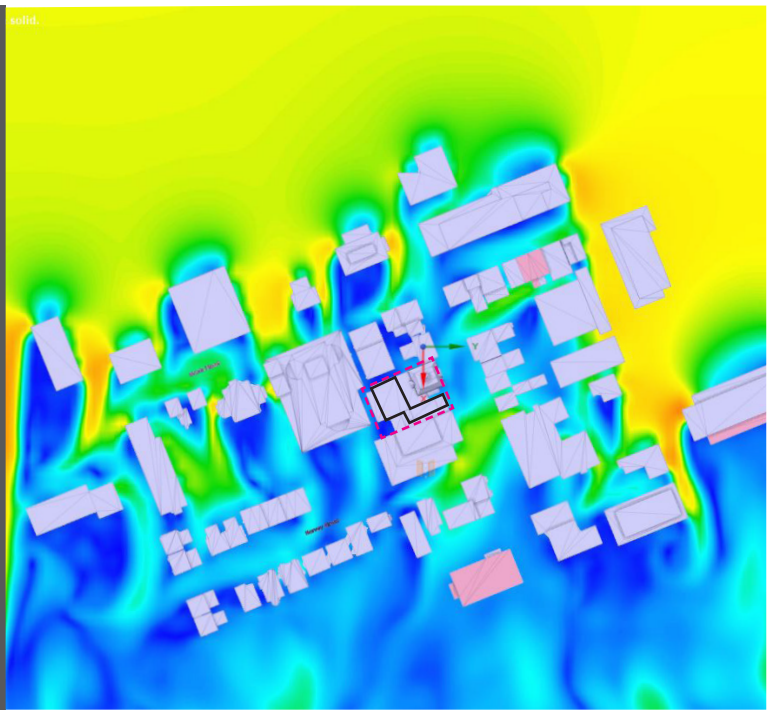
WIND IMPACTS: NORTH WIND (FIG 12)

In the wind frequency analysis, winds from the north fare relatively infrequent but sometimes occur in the winter and spring. North originating winds are very infrequent in the summer and fall. During the winter and spring, northerly wind speeds from 15-20 mph occur only 2% of the time, and exceed 20 mph only 1% of the time. The CFD simulation was set at 20 mph for wind speed (yellow-orange) and the green, cyan and blue colours represent areas where the wind speeds will be reduced. Areas in orange and red are areas where wind speeds will be accelerated around buildings.

When the winds come from the north, the L-configuration of the new Waverley Inn building, in combination with the Thompson building located at 1256 Barrington St., directs the winds down to the second storey podium and there are little to no impacts on the surrounding streets. The podium and roof of the historic Waverley Inn will see increased wind speeds compared with today and the structural assessment of the historic roof should take these additional wind speeds into consideration. Filling the gap between the Waverley Inn and the neighbouring 6-7 storey Thompson building will reduce wind speeds on Barrington Street that otherwise would have funnelled between the two buildings. The dark blue areas are the wind shadows created by the building where wind speeds are rapidly reduced to 0 mph due to the sheltering of the building. These are areas where snow drifting could potentially accumulate. When the wind comes from the north the southern areas of the building will have drifting snow accumulate.

There will be increased wind speeds on the roofs of the properties to the immediate north of the new building but no noticeable impacts on the street and sidewalk conditions.

FIGURE 12. URBAN WINDBREAKS



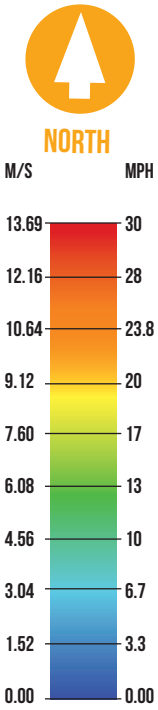
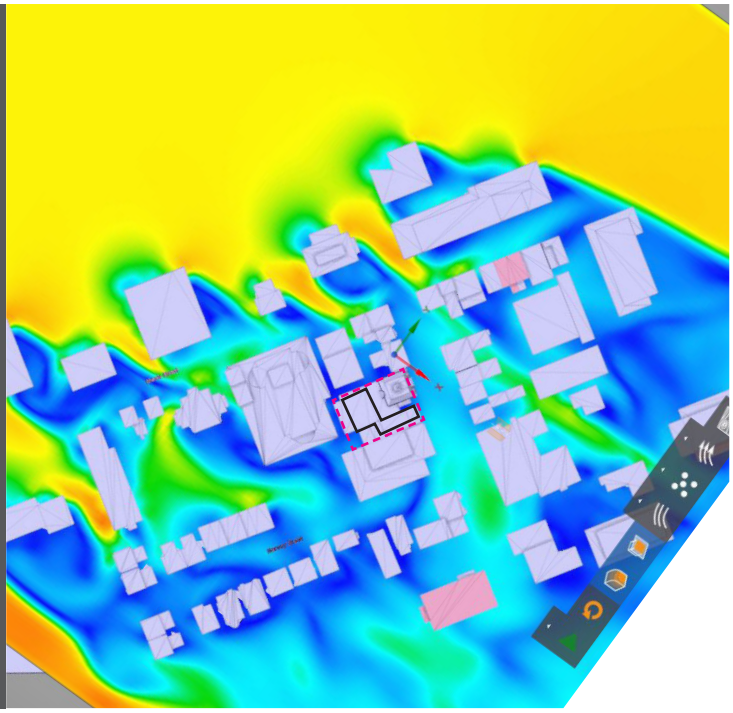


FIG 12. NORTH WIND

North Winds occur mainly from the fall to spring. When they occur, they have moderate wind speeds



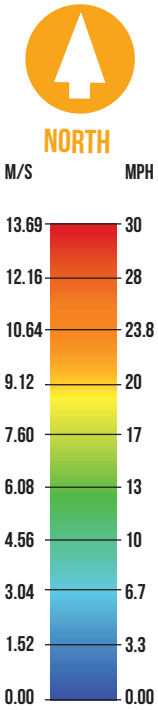


FIG 13. NORTH-WEST WIND

North-west winds occur mainly from the fall to spring and are more frequently than north winds. When they do, they have some of the highest wind

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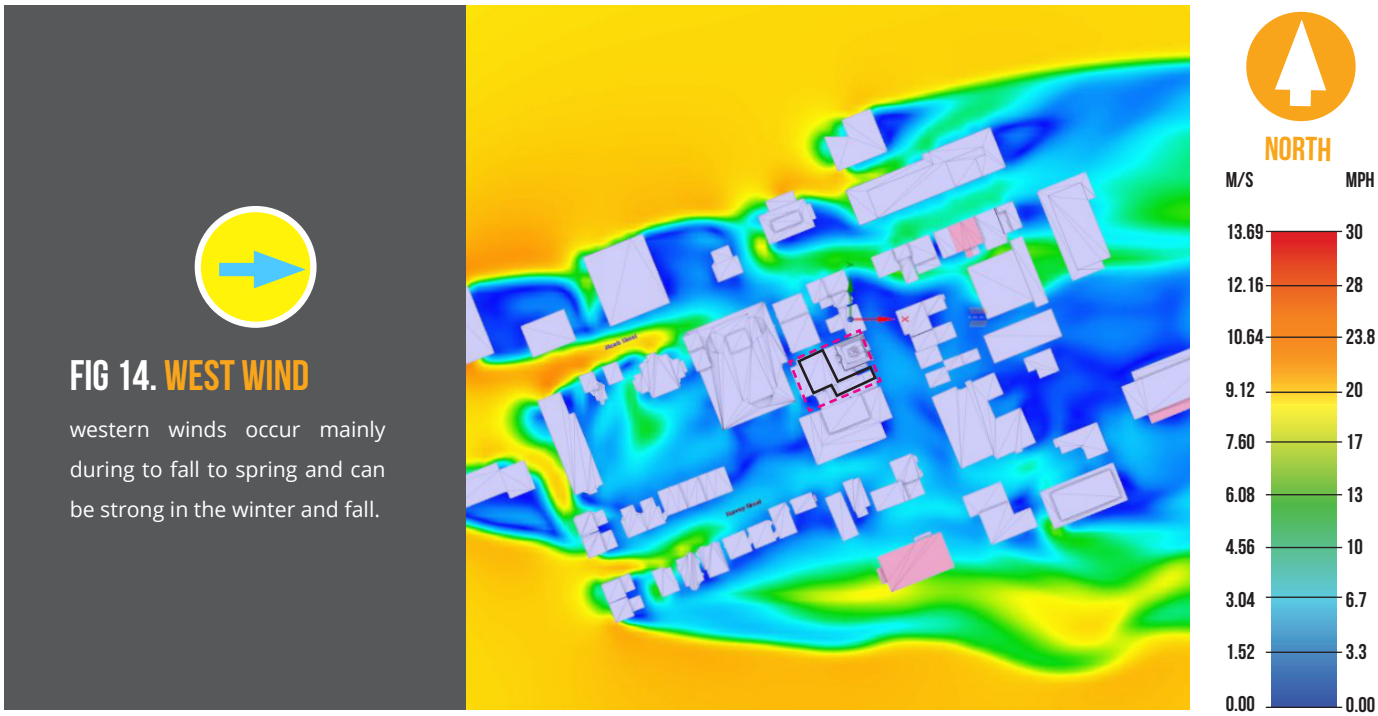

FIG 14. WEST WIND

western winds occur mainly during to fall to spring and can be strong in the winter and fall.

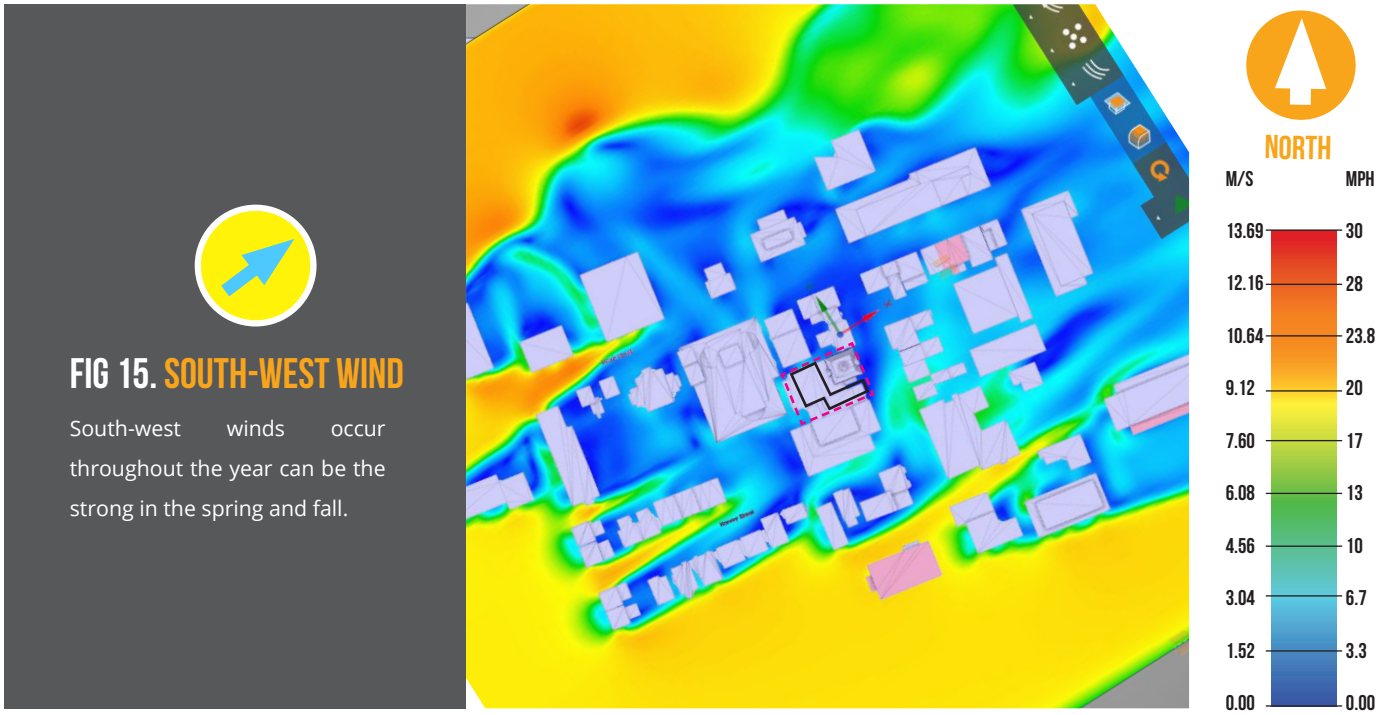

FIG 15. SOUTH-WEST WIND

South-west winds occur throughout the year can be the strong in the spring and fall.

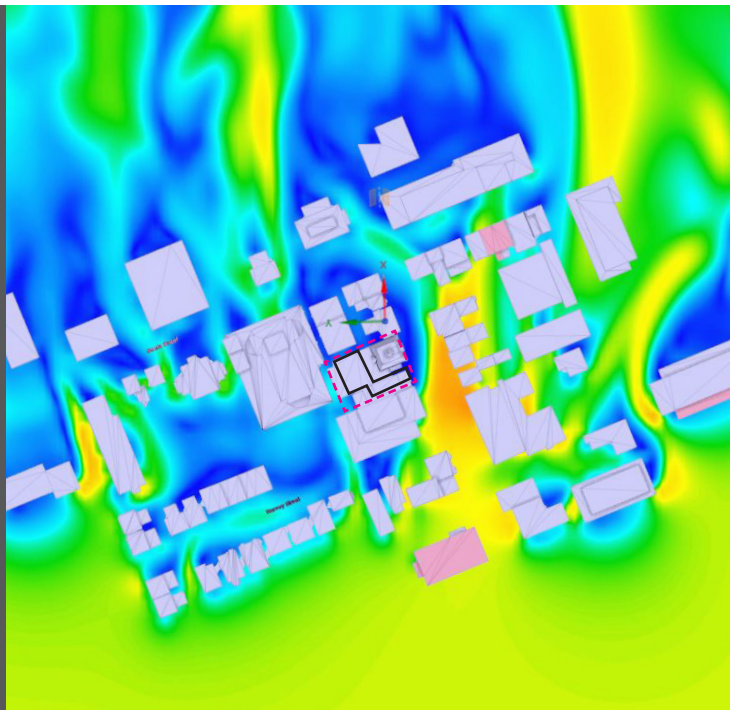

FIG 16. SOUTH WIND

South winds occur mostly in the summer.

WIND IMPACTS: NORTH-WEST WIND (FIG 13)

Prevailing winds coming form the north-west occur from the fall through until the spring and are more frequent than winds coming from the north. The strongest winds occur in the winter from this direction. Based on an annual average, wind ranging 15-20 mph will occur 2.5% of the time and reach >20 mph 1.5% of the time. The CFD simulation was set at 20 mph for wind speed (yellow-orange) and the green, cyan and blue colours represent areas where the wind speeds will be reduced. Areas in orange and red are areas where wind speeds will be accelerated around buildings.

Winds speeds will be somewhat reduced on the east sides of the Waverley Inn development and the Thompson building, and like before, the removal of the parking lot will reduce wind speeds on Barrington Street. As configured, the addition nestles in between the Thompson Building and the Letson Court Building between the wind shadow of both buildings. Winds from the north-west will have very little impact on existing conditions as compared to today.

The simulation suggests that based on dark blue areas of wind shadow, snow will accumulate on the south side of Letson Court more-so than today. There will be windier conditions on the roof of the Thompson Building. There will also be drifting snow on the second storey roof podium of the new building and some additional snow drifting on the immediate sidewalk on Barrington near the current parking lot.

WIND IMPACTS: WEST WIND (FIG 14)

Western prevailing winds occur from the fall to spring and rarely during the summer. Based on a yearly average, 2% of the time wind range 15-20 mph from the west and occurs 1% of the time exceeding 20 mph. The strongest prevailing winds occur during the winter.

The CFD simulation was set at 20 mph for wind speed (yellow-orange) and the green, cyan and blue colours represent areas where the wind speeds will be reduced. Areas in orange and red are areas where wind speeds will be accelerated around buildings. In all directions surrounding

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the building winds will not be increased at the surrounding street levels as a result of the infill. There could be additional snow drifting in the Letson Court parking lot.

WIND IMPACTS: SOUTH-WEST WIND (FIG 15)

South-west winds are frequent throughout the year and the strongest winds occur mostly in the spring and fall. Based on a yearly average, winds ranging 15-20 mph occur 1.5% of the time and reach >20 mph 1% of the time. The CFD simulation was set at 20 mph for wind speed (Yellow-orange) and the green, cyan and blue colours represent areas where the wind speeds will be reduced. Areas in orange and red are areas where wind speeds will be accelerated around buildings.

Wind coming from south-west will have little to no impacts on the surrounding streets and will actually improve conditions as compared with the open parking lot by the Waverley today (south-west winds funnel between the Thompson Building and the Waverley Inn most when they come from the southwest direction). The rearyard podium will experience some down-draft conditions when winds come from the south-west.

WIND IMPACTS: SOUTH WIND (FIG 16)

Prevailing winds coming from the south occur year-round and are felt the most in the spring and fall. In the summer months these winds are usually only felt from the south. Based on a yearly average wind reaching 15-20 mph occur 1.5% a year and reach 20 >mph 0.5% a year. The CFD simulation was set at 20 mph for wind speed (yellow-orange) and the green, cyan and blue colours represent areas where the wind speeds will be reduced. Areas in orange and red are areas where wind speeds will be accelerated around buildings.

The simulation indicates that the Waverley Inn development could increase wind speeds across the street on Barrington Street as a result of the addition directly across the street from the historic hotel. However, since south originating winds dont occur frequently in the winter in Halifax, (0.5%) of the time, there will not be frequent impacts from this direction.

WIND IMPACTS: OTHER DIRECTIONS

Similarly to the directions presented above, winds from other directions (10-170 degrees) are infrequent enough that they will have very little impact as a result of the new Waverley Inn development. Strong storms that come from the north-east (nor-easters) and from the east are usually very windy storms and the streets would already be very windy for storms from these directions.

HUMAN THERMAL COMFORT

Human comfort in an outdoor space is dependant on a number of variables including wind speed, activity level (sitting, walking, running), long-wave radiation (sunlight emitted from the sun), temperature, shortwave radiation (heat emitted from surrounding buildings and site features), clothing level (partially to fully clothed), and relative humidity. The combination of variables can be very complex on any site leading to a wide range of human thermal comfort outcomes. But many cities have developed criteria of comfort based on wind alone to determine relative comfort levels in different wind conditions.

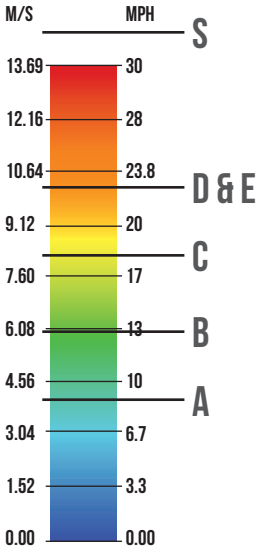
LAWSON WIND CRITERIA.

Lawson criteria, are a series of comfort criteria categories that quantify the worst wind conditions that most passers-by will consider acceptable. Levels of pedestrian comfort strongly depend on individual activity when they are sitting, standing, walking or running. Someone sitting is uncomfortable in lower wind speeds than someone running or jogging. The comfort level also depends on the amount of time that the person experiences the windy conditions. Generally, the Lawson model assumes that the wind speeds are exceeded less than 5% of the time (3 minutes

per hour). The Lawson criteria can be divided into a range of activity criteria comfort levels depending on wind speed.

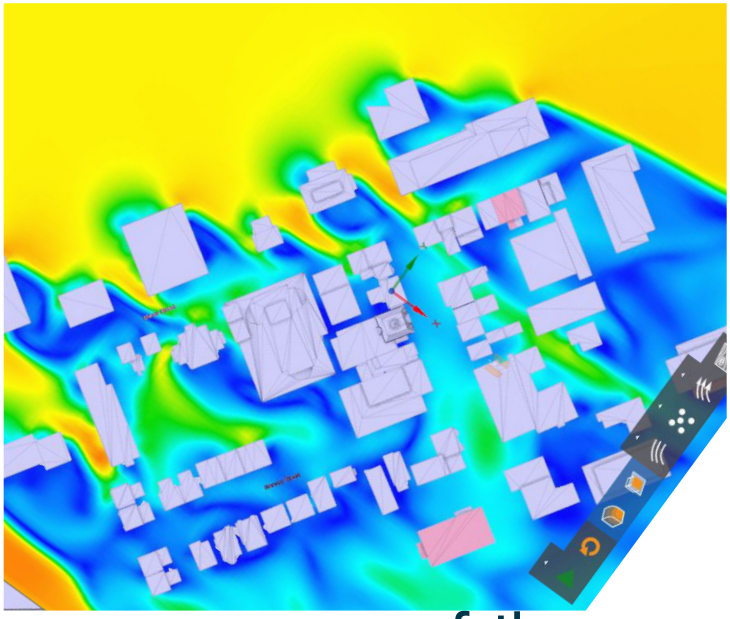
In our wind simulations, wind speeds which do not exceed 4 m/s (blue to cyan in our wind plots) are generally comfortable for sitting. Once the color changes to green (6m/s) the areas are comfortable for standing but a little uncomfortable for sitting. Once the colour reaches yellow in our plots (8 m/s), the area is comfortable for strolling but a little uncomfortable for sitting or standing. Once wind speeds reach orange in our plots (10 m/s), the areas are comfortable for brisk walking. If the 10 m/s wind speed is sustained for more than 3-5 minutes it could start to get uncomfortable even brisk walking. At wind speeds over 15 m/s for more than a minute (red in our plots), it is unsafe for elderly frail people. Once wind speeds exceed 20 m/s for more than a minute, it is unsafe and uncomfortable for many people.

A	4 m/s	< 5%	Sitting
B	6 m/s	< 5%	Standing
C	8 m/s	< 5%	Strolling
D	10 m/s	< 5%	Business Walking
E	10 m/s	> 5%	Uncomfortable
S	15 m/s	> 0.023%	Unsafe frail
S	20 m/s	> 0.023%	Unsafe all



CONCLUSIONS

The proposed 10-storey development sits in the wind shadow of the two existing nearby buildings (6 storey Thompson Building and the 8-9-storey Letson Court Building). The new addition will in some cases improve the wind conditions on Barrington Street due to the current funnelling in the Waverley Inn parking lot. There will be some stronger winds at the roof level of some of the nearby buildings to the north (including the historic Waverley building) and there will be some very infrequent windier conditions on the opposite side of Barrington Street when winds come from the south. When winds come from the north, there will be some down-wash winds onto the 2-storey podium of the new building.



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APPENDIX

Shearwater All Year Windrose

	2-5 MPH	5-7 MPH	7-10 MPH	10-15 MPH	15-20 MPH	>20 MPH	Direction Total
0	0.57	0.416	0.436	0.975	0.446	0.298	3.141
10	0.33	0.295	0.323	0.674	0.27	0.166	2.058
20	0.382	0.311	0.326	0.609	0.225	0.113	1.966
30	0.396	0.281	0.277	0.475	0.15	0.055	1.634
40	0.417	0.315	0.252	0.383	0.119	0.064	1.550
50	0.399	0.328	0.233	0.351	0.118	0.061	1.490
60	0.417	0.275	0.228	0.358	0.122	0.054	1.454
70	0.4	0.269	0.222	0.39	0.168	0.134	1.583
80	0.385	0.242	0.245	0.497	0.246	0.189	1.804
90	0.573	0.402	0.381	0.843	0.39	0.315	2.904
100	0.437	0.336	0.323	0.596	0.289	0.174	2.155
110	0.452	0.348	0.292	0.549	0.228	0.168	2.037
120	0.515	0.352	0.264	0.416	0.159	0.138	1.844
130	0.441	0.316	0.248	0.352	0.126	0.107	1.590
140	0.461	0.319	0.269	0.364	0.13	0.117	1.660
150	0.488	0.375	0.292	0.376	0.118	0.114	1.763
160	0.609	0.564	0.474	0.578	0.153	0.107	2.485
170	0.631	0.601	0.588	0.75	0.15	0.094	2.814
180	0.914	0.903	0.813	1.182	0.243	0.138	4.193
190	0.695	0.696	0.66	0.989	0.22	0.12	3.380
200	0.822	0.767	0.733	1.092	0.286	0.17	3.870
210	0.803	0.736	0.675	1.04	0.345	0.215	3.814
220	0.77	0.751	0.736	1.196	0.378	0.241	4.072
230	0.721	0.828	0.747	1.119	0.32	0.186	3.921
240	0.651	0.66	0.588	0.812	0.226	0.114	3.051
250	0.525	0.571	0.561	0.786	0.247	0.139	2.829
260	0.433	0.43	0.469	0.774	0.285	0.187	2.578
270	0.546	0.502	0.500	0.995	0.421	0.285	3.249
280	0.367	0.336	0.399	0.837	0.403	0.308	2.650
290	0.433	0.420	0.428	0.967	0.477	0.334	3.059
300	0.487	0.464	0.433	0.946	0.448	0.312	3.090
310	0.564	0.516	0.476	0.966	0.464	0.253	3.239
320	0.644	0.589	0.550	1.083	0.471	0.273	3.610
330	0.616	0.487	0.425	0.889	0.381	0.238	3.036
340	0.549	0.411	0.405	0.874	0.405	0.274	2.918
350	0.450	0.352	0.332	0.750	0.381	0.263	2.528
Total	**19.293**	**16.764**	**15.603**	**26.833**	**10.008**	**6.518**	

Shearwater April Windrose

Direction	Calm 2	2-5 MPH	5-7 MPH	7-10 MPH	10-15 MPH	15-20 MPH	>20 MPH	Direction Total
0	3.78	0.417	0.302	0.439	1.314	0.83	0.789	4.091
10		0.272	0.283	0.454	0.901	0.536	0.517	2.963
20		0.328	0.32	0.417	0.972	0.57	0.264	2.871
30		0.357	0.246	0.302	0.663	0.249	0.101	1.918
40		0.406	0.376	0.354	0.555	0.197	0.104	1.992
50		0.35	0.346	0.328	0.395	0.175	0.208	1.802
60		0.476	0.32	0.279	0.529	0.272	0.093	1.969
70		0.357	0.298	0.283	0.704	0.436	0.275	2.353
80		0.38	0.335	0.29	0.83	0.447	0.458	2.740
90		0.64	0.622	0.476	1.407	0.808	0.607	4.560
100		0.439	0.406	0.413	0.946	0.666	0.398	3.268
110		0.413	0.465	0.32	0.793	0.558	0.391	2.940
120		0.529	0.409	0.309	0.514	0.29	0.261	2.312
130		0.469	0.365	0.391	0.395	0.182	0.127	1.929
140		0.424	0.346	0.32	0.436	0.149	0.138	1.813
150		0.443	0.357	0.346	0.476	0.097	0.127	1.846
160		0.495	0.543	0.532	0.942	0.168	0.108	2.788
170		0.454	0.532	0.685	1.091	0.227	0.074	3.063
180		0.558	0.718	0.696	1.4	0.391	0.194	3.957
190		0.439	0.532	0.614	1.053	0.253	0.156	3.047
200		0.525	0.607	0.603	1.161	0.342	0.153	3.391
210		0.413	0.584	0.648	0.912	0.331	0.201	3.089
220		0.376	0.655		0.994	0.339	0.16	2.524
230		0.398	0.558	0.432	0.811	0.316	0.115	2.630
240		0.395	0.354	0.421	0.614	0.275	0.104	2.163
250		0.35	0.391	0.402	0.625	0.235	0.078	2.081
260		0.298	0.342	0.328	0.629	0.29	0.145	2.032
270		0.287	0.361	0.402	0.826	0.283	0.279	2.438
280		0.242	0.231	0.324	0.637	0.354	0.383	2.171
290		0.328	0.313	0.313	0.752	0.428	0.309	2.443
300		0.339	0.346	0.324	0.785	0.369	0.246	2.409
310		0.395	0.361	0.316	0.774	0.421	0.186	2.453
320		0.402	0.38	0.376	0.975	0.398	0.197	2.728
330		0.398	0.35	0.249	0.819	0.484	0.298	2.598
340		0.387	0.302	0.354	0.946	0.622	0.614	3.225
350		0.342	0.294	0.361	0.737	0.573	0.696	3.003
Total		**14.521**	**14.55**	**14.101**	**29.313**	**13.561**	**9.554**	

Shearwater July Windrose

Direction	Calm 2	2-5 MPH	5-7 MPH	7-10 MPH	10-15 MPH	15-20 MPH	>20 MPH	Direction Total
0	7.09	0.4	0.224	0.244	0.397	0.068	0.034	1.367
10		0.227	0.18	0.187	0.271	0.014	0.003	0.882
20		0.258	0.193	0.146	0.197	0.034	0.01	0.838
30		0.248	0.197	0.122	0.149	0.034	0.007	0.757
40		0.332	0.136	0.061	0.105	0.02	0.003	0.657
50		0.309	0.126	0.061	0.105	0.007	0	0.608
60		0.292	0.122	0.081	0.115	0.024	0	0.634
70		0.38	0.136	0.132	0.234	0.034	0.007	0.923
80		0.37	0.237	0.261	0.441	0.153	0.027	1.489
90		0.695	0.499	0.499	0.828	0.156	0.017	2.694
100		0.567	0.522	0.383	0.522	0.092	0.017	2.103
110		0.695	0.522	0.329	0.353	0.047	0	1.946
120		0.811	0.546	0.319	0.275	0.075	0.003	2.029
130		0.723	0.553	0.278	0.234	0.027	0.01	1.825
140		0.858	0.577	0.383	0.217	0.037	0.007	2.079
150		0.899	0.638	0.414	0.329	0.041	0.007	2.328
160		1.208	1.214	0.919	0.617	0.027	0.02	4.005
170		1.35	1.099	1.153	1.011	0.037	0.027	4.677
180		1.998	1.832	1.781	1.594	0.109	0.014	7.328
190		1.54	1.499	1.323	1.448	0.126	0.027	5.963
200		1.747	1.666	1.282	1.56	0.173	0.041	6.469
210		1.737	1.56	1.15	1.16	0.149	0.044	5.800
220		1.577	1.35	1.347	1.781	0.204	0.02	6.279
230		1.306	1.482	1.119	1.174	0.115	0.027	5.223
240		1.167	1.038	0.716	0.797	0.112	0.01	3.840
250		0.845	0.767	0.699	0.6	0.085	0.003	2.999
260		0.607	0.475	0.458	0.444	0.068	0.014	2.066
270		0.824	0.512	0.407	0.387	0.078	0.020	2.228
280		0.407	0.275	0.248	0.258	0.078	0.017	1.283
290		0.475	0.421	0.271	0.417	0.088	0.014	1.686
300		0.597	0.380	0.261	0.444	0.085	0.003	1.770
310		0.550	0.499	0.329	0.370	0.071	0.027	1.846
320		0.668	0.546	0.336	0.434	0.085	0.034	2.103
330		0.512	0.360	0.234	0.370	0.095	0.031	1.602
340		0.424	0.282	0.244	0.353	0.088	0.027	1.418
350		0.309	0.227	0.193	0.332	0.081	0.024	1.166
Total		**27.912**	**22.892**	**18.37**	**20.323**	**2.817**	**0.596**	

Shearwater October Windrose

Direction	Calm 2	2-5 MPH	5-7 MPH	7-10 MPH	10-15 MPH	15-20 MPH	>20 MPH
0	3.97	0.716	0.471	0.467	0.957	0.471	0.23
10		0.383	0.329	0.337	0.743	0.31	0.142
20		0.417	0.352	0.41	0.7	0.207	0.077
30		0.444	0.364	0.341	0.639	0.195	0.034
40		0.471	0.314	0.283	0.471	0.188	0.031
50		0.406	0.44	0.241	0.444	0.199	0.019
60		0.364	0.279	0.291	0.413	0.222	0.05
70		0.322	0.283	0.168	0.367	0.195	0.13
80		0.279	0.149	0.199	0.44	0.218	0.138
90		0.387	0.302	0.329	0.628	0.352	0.214
100		0.337	0.188	0.222	0.467	0.23	0.119
110		0.241	0.195	0.302	0.563	0.138	0.149
120		0.356	0.218	0.203	0.57	0.18	0.153
130		0.36	0.233	0.195	0.348	0.13	0.13
140		0.268	0.195	0.191	0.337	0.222	0.184
150		0.306	0.306	0.199	0.455	0.23	0.149
160		0.352	0.379	0.249	0.574	0.299	0.096
170		0.322	0.406	0.341	0.666	0.268	0.092
180		0.509	0.448	0.521	0.976	0.26	0.195
190		0.44	0.486	0.387	0.846	0.318	0.138
200		0.697	0.697	0.586	0.865	0.291	0.203
210		0.712	0.735	0.589	1.033	0.398	0.115
220		0.628	0.827	0.831	1.321	0.482	0.165
230		0.578	0.819	0.934	1.466	0.387	0.157
240		0.582	0.773	0.712	1.056	0.222	0.046
250		0.521	0.792	0.746	1.217	0.36	0.145
260		0.433	0.566	0.639	1.03	0.302	0.096
270		0.566	0.708	0.888	1.378	0.41	0.191
280		0.478	0.455	0.704	0.961	0.371	0.218
290		0.547	0.681	0.524	1.033	0.433	0.233
300		0.727	0.681	0.555	1.03	0.356	0.188
310		0.7	0.743	0.609	1.045	0.333	0.145
320		0.934	0.899	0.796	1.148	0.444	0.1
330		0.785	0.658	0.555	1.06	0.402	0.149
340		0.723	0.513	0.486	0.961	0.352	0.211
350		0.486	0.429	0.379	0.662	0.23	0.214
Total		**17.777**	**17.313**	**16.409**	**28.87**	**10.605**	**5.046**

Shearwater February Windrose

Direction	Calm 2	2-5 MPH	5-7 MPH	7-10 MPH	10-15 MPH	15-20 MPH	>20 MPH	Direction Total
0	3.6	0.675	0.525	0.592	1.397	0.703	0.639	4.531
10		0.379	0.316	0.434	0.888	0.3	0.178	2.495
20		0.367	0.304	0.359	0.825	0.292	0.189	2.336
30		0.359	0.213	0.296	0.742	0.284	0.122	2.016
40		0.422	0.296	0.312	0.56	0.193	0.067	1.850
50		0.403	0.308	0.335	0.47	0.154	0.13	1.800
60		0.375	0.328	0.292	0.58	0.126	0.028	1.729
70		0.276	0.296	0.292	0.355	0.111	0.107	1.437
80		0.249	0.154		0.41	0.174	0.367	1.354
90		0.387	0.245	0.201	0.691	0.521	0.766	2.811
100		0.253	0.166	0.189	0.509	0.371	0.296	1.784
110		0.245	0.197	0.15	0.355	0.193	0.272	1.412
120		0.32	0.166	0.154	0.343	0.193	0.114	1.290
130		0.253	0.174	0.201	0.339	0.095	0.111	1.173
140		0.233	0.249	0.233	0.462	0.142	0.17	1.489
150		0.268	0.217	0.213	0.288	0.118	0.111	1.215
160		0.249	0.324	0.205	0.335	0.122	0.075	1.310
170		0.347	0.296	0.316	0.359	0.083	0.107	1.508
180		0.517	0.521	0.403	0.75	0.292	0.118	2.601
190		0.328	0.359	0.304	0.734	0.237	0.087	2.049
200		0.426	0.292	0.407	0.734	0.32	0.189	2.368
210		0.351	0.407	0.371	0.864	0.485	0.45	2.928
220		0.43	0.422	0.474	0.813	0.485	0.553	3.177
230		0.434	0.533	0.639	1.05	0.438	0.462	3.556
240		0.387	0.418	0.375	0.691	0.312	0.229	2.412
250		0.312	0.387	0.478	0.77	0.347	0.209	2.503
260		0.339	0.316	0.497		0.355	0.288	1.795
270		0.399	0.434	0.584	1.125	0.801	0.659	4.002
280		0.308	0.312	0.505	1.16	0.774	0.679	3.738
290		0.32	0.367	0.604	1.539	0.852	0.789	4.471
300		0.426	0.489	0.631	1.488	0.821	0.655	4.510
310		0.553	0.454	0.738	1.563	0.939	0.58	4.827
320		0.734	0.777	0.789	1.717	0.845	0.608	5.470
330		0.659	0.545	0.521	1.263	0.647	.	3.635
340		0.58	0.497	0.458	1.168	0.655	0.45	3.808
350		0.458	0.446	0.45	0.943	0.537	0.58	3.414
Total		**14.021**	**12.75**	**14.002**	**28.28**	**14.317**	**11.434**	

Attachment D: Public Benefit Cost Estimates

architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
www.zzap.ca

MEMO

TO: HRM Planning & Development

FROM: zzap Consulting Inc. on behalf of Sterling Hotel Limited

SUBJECT: **Case 24276: 1266 Barrington St. (PID 00092924) "The Waverley Inn" Proposed Public Benefit for Site Plan Approval Post-Bonus Density**

DATE: **July 25th, 2022**

Dear Ms. Maund,

In accordance with section 12 of the Downtown Halifax Land Use By-law, our application for Case #24276 requires that a public benefit be provided through The Site Plan Approval process. This is a result of our proposed project exceeding the pre-bonus building Floor Area Ratio as identified in the Downtown Halifax Land Use By-law, as amended. The following memo summarizes the public benefit requirements, and our client, Sterling Hotel Limited, proposed public benefit that will be provided through The Waverley Inn's Site Plan Approval process.

Required Public Benefit Value:

The following is the Public Benefit Value calculated in the manner that has been prescribed in the Old South Suburb Amendments to the Downtown Halifax Land Use By-Law:

- Pre-Bonus FAR: 2.0
- Post-Bonus FAR Maximum: 4.0

Lot Area:	1,543.4 m^2
Maximum Permitted Post-Bonus Floor Area:	6,173.6 m^2
Floor Area of the Waverley Inn Addition:	6,001.7 m^2
FAR of the Waverley Inn Addition:	3.89
Pre-Bonus FAR:	2.0
Floor Area in excess of Pre-Bonus FAR:	(1.89/3.89) x 6,001.7 m^2 = 2,915.99 m^2

Factor #1:	2,915.99 m^2
Factor #2:	0.20
Factor #3:	$258
Public Benefit Value:	(2,915.99 m^2) x (0.20) x ($258/$m^2$) = **$150,465.24**

Proposed Public Benefit Contribution:

Section 12(7) of the Downtown Halifax Land Use By-law lists the available public benefit options for this type of application. For this particular development, category **(a)** *where the development includes a registered heritage property which is to be maintained, the preservation or enhancement of the heritage resource,* has been selected. The intention is to restore and preserve aspects of the original Waverley Inn Hotel building as indicated on the Certificate of Appropriateness previously issued by the Municipality (H-800-007) and attached below.

Proposed Benefit Value

The invoices for the preservation and enhancement of the heritage resource have been provided as part of this Public Benefit submission. The cost to prepare for and undergo the restoration of the original Inn structure is in excess of $1,250,000, which exceeds the calculated value for post-bonus FAR in the land use by-law. By restoring the original Inn structure, Sterling Hotel Limited has invested in the downtown by significantly improving the look and feel of the streetscape on the immediate block, as well as for the downtown core. If there are any further comments or concerns with regard to this proposed public benefit, please do not hesitate to contact me.

Sincerely,

Chris Markides
zzap Consulting Inc.
E: chris@zzap.ca

Encl. Invoices and Certificate of Appropriateness for Heritage Restoration work

HALIFAX

OLD SOUTH SUBURB
Heritage Conservation District

PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Certificate of Appropriateness

Certificate Number: H-800 – 007

1 Property Information

PID: 00092924	**Civic Address:** 1266 Barrington Street

Building Name (if any):
Waverley Inn

2 Owner / Applicant

Registered Owner(s)	Sterling Hotel Limited
Mailing Address	1266 Barrington Street Halifax, NS B3J 1Y5
Consultant/Applicant	Chris Markides Zzap Consulting Inc.
Mailing Address	1 canal Street Dartmouth, NS B2Y 2W1

3 Project Information

- Renovate interior and exterior of existing Waverley Inn as per plan.
- Remove rear section of the Inn.
- Construct 10 storey addition at the rear and side of the existing building.

All work is to conform to the Heritage Design Guidelines as per the attached drawings.

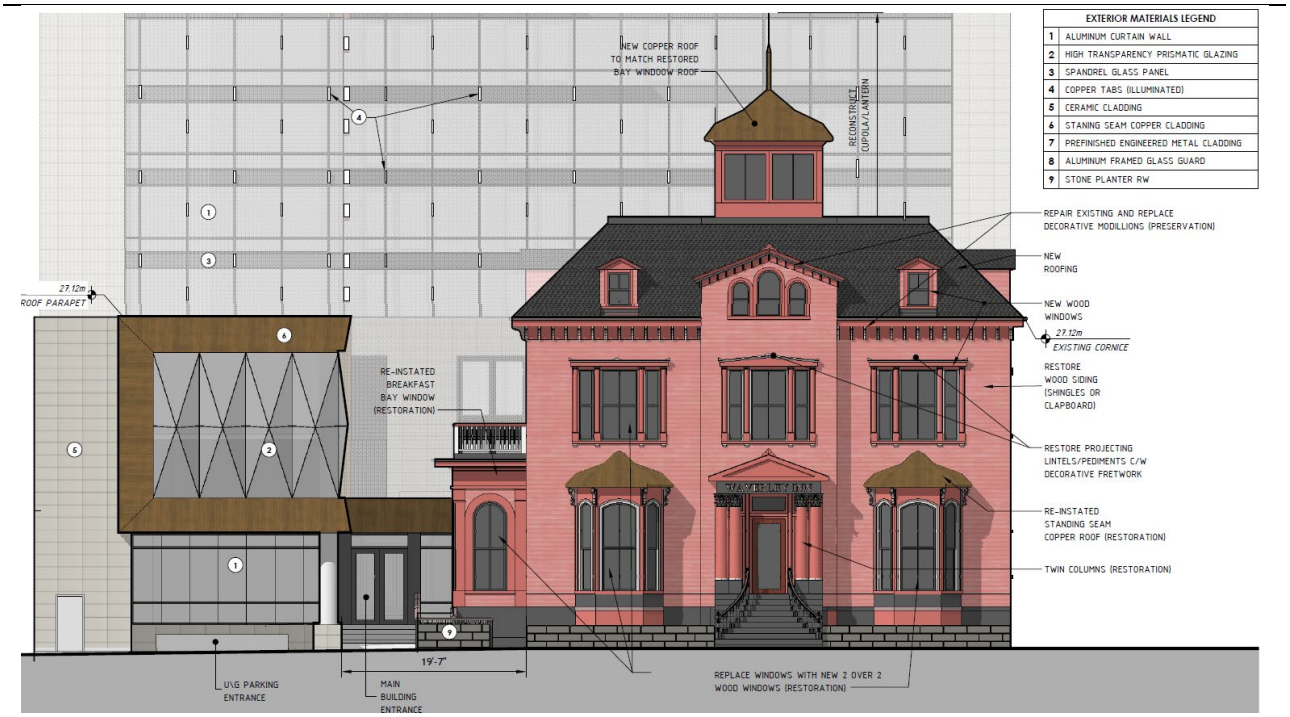
This Certificate confirms that the above described project meets the requirements of the Old South Suburb Heritage Conservation District By-law (By-law H-800).

Construction must be in strict conformity with this approval and any attached approved plans. Any departure from the approved plans requires submission of revised plans and approval of HRM in the form of an amended certificate. This Certificate of Appropriateness expires two years from the date of issue and may be renewed upon request if the development has not been carried out.

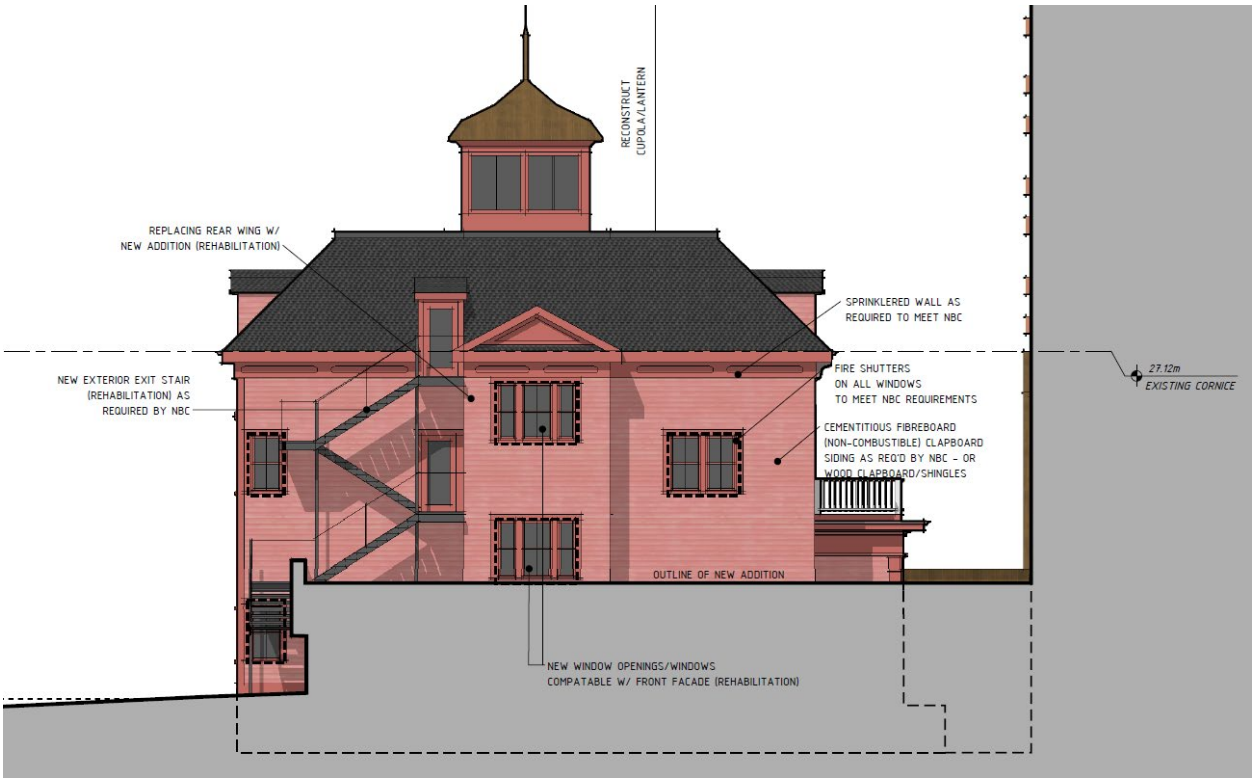
Name	**Date**
Original Signed Aaron Murnaghan Heritage Officer	July 7, 2022

PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Certificate of Appropriateness



East Elevation



West Elevation

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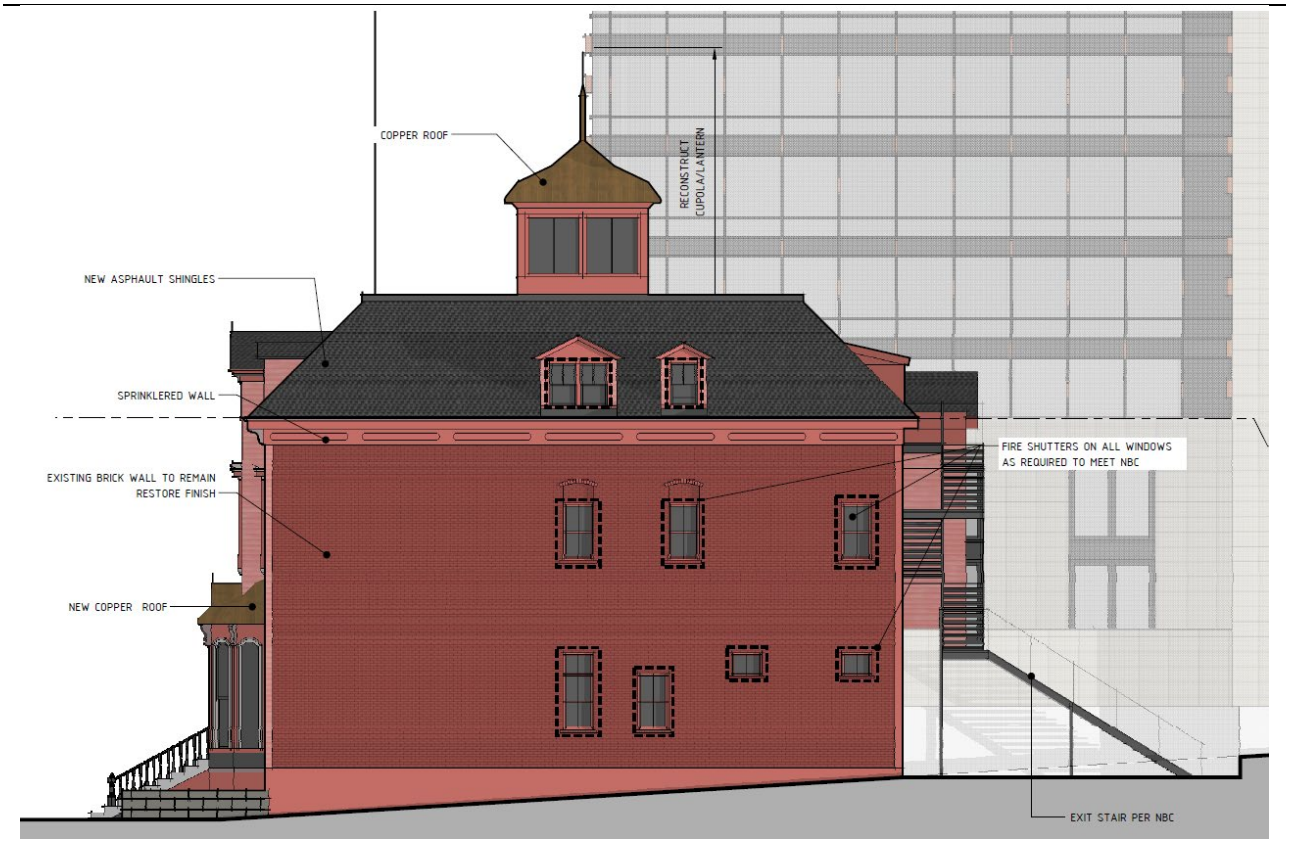
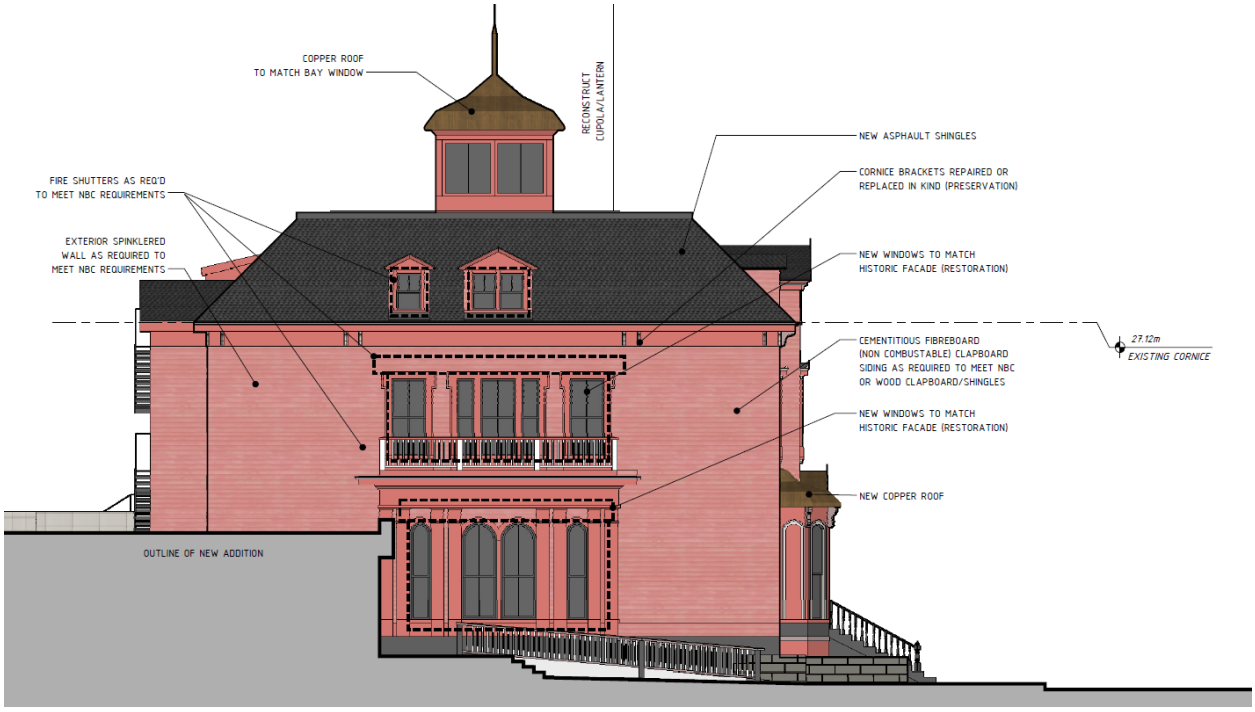
Certificate of Appropriateness



North Elevation



South Elevation

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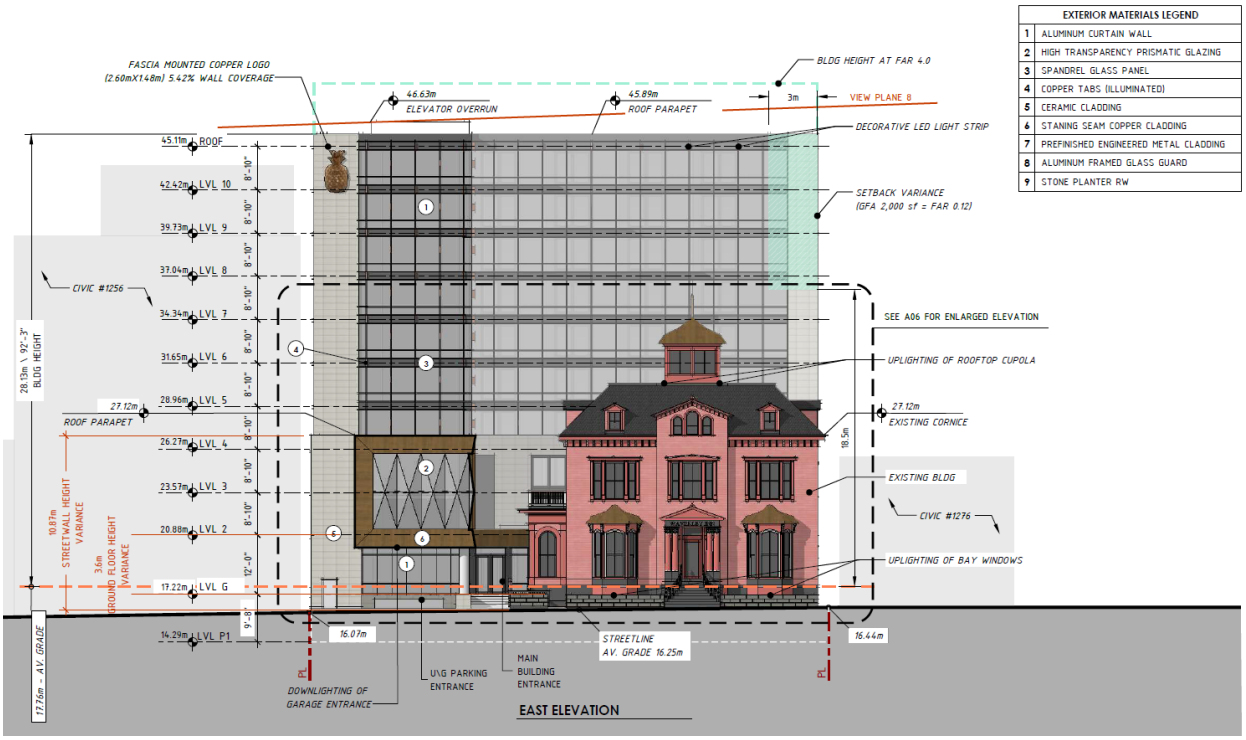
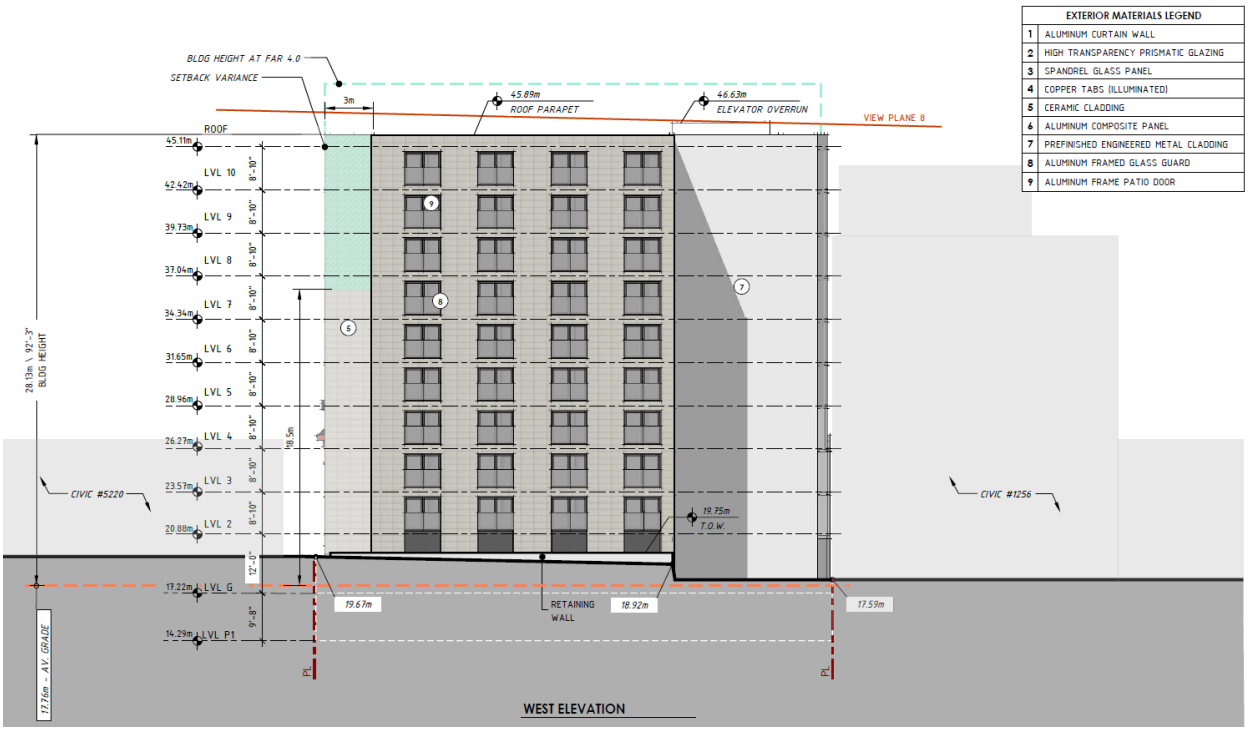
Halifax, Nova Scotia
B3J 3A5 Canada

Certificate of Appropriateness





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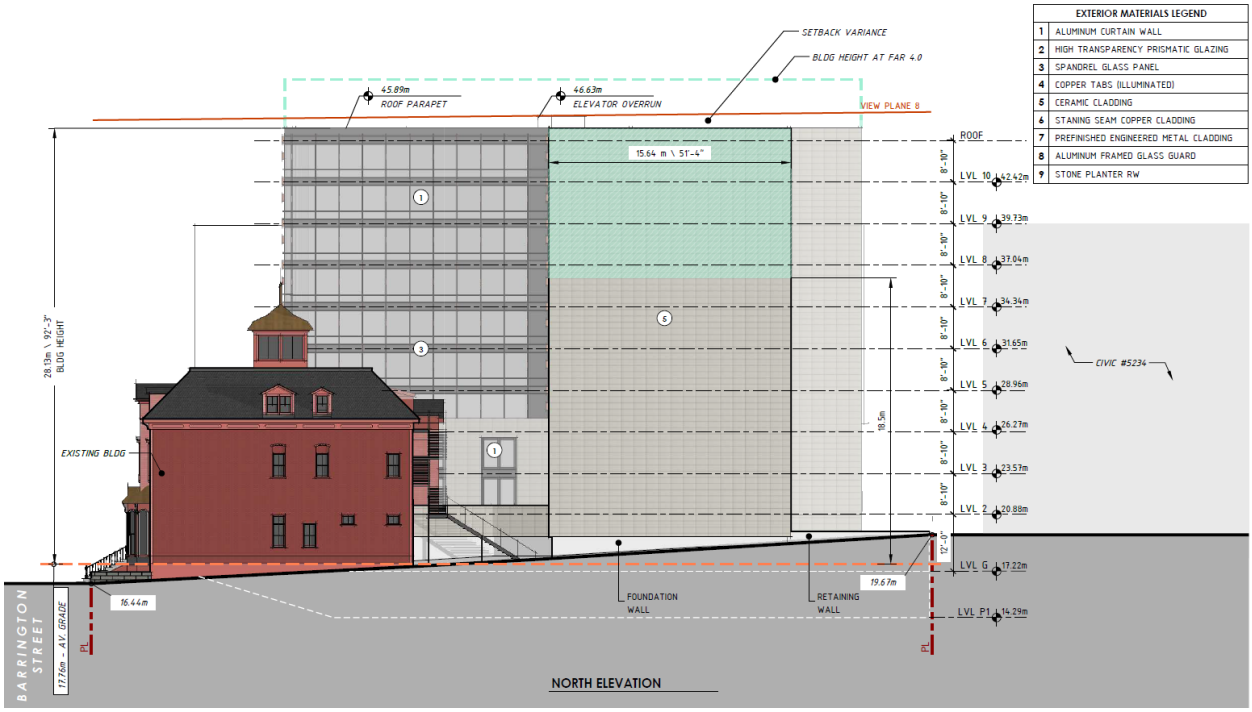

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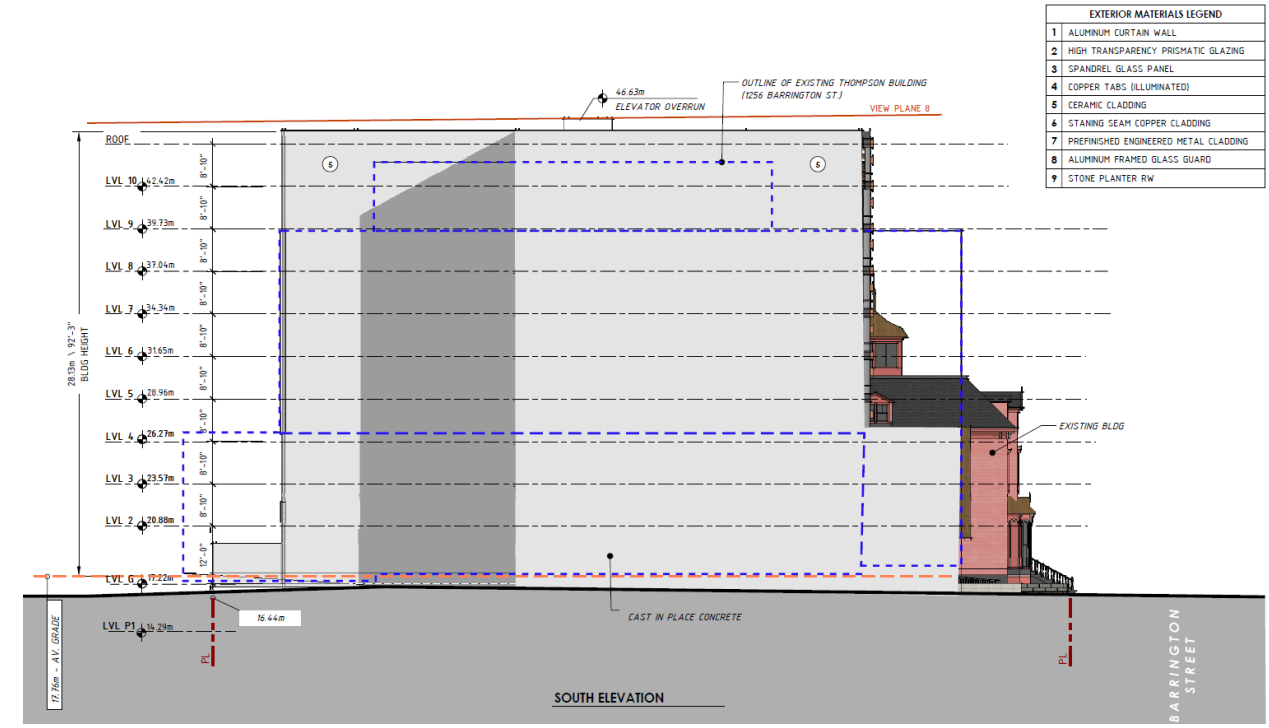
Certificate of Appropriateness



Grafton Developments Inc.
1646 Barrington St. Suite 800
Halifax, NS, B3J 2A3
Tel: 425-1998

Quote

June 12, 2022

To: Sterling Hotel limited
1266 Barrington st. Halifax, NS

We are pleased to offer the following quote for the restoration of 1266 Barrington st

Scope of Work

- Rehabilitating the breakfast nook on the southern wall;
- Reinstating an ornamental rooftop structure with a standing-seam copper roof;
- Installing aluminum windows within the original window openings on the north, south, and west walls, as required by the National Building Code;
- Installing cementitious fireboard (or non-combustible) siding on the south and west walls, as required by the National Building Code; and
- Restoring paired columns on both sides of the decorative front entryway;
- Reinstating standing-seam copper roofs on the east-facing bay windows;
- Repairing or replacing wood windows (within existing openings); and
- Repairing or replacing architectural detailing, such as brackets, modillions, and projecting lintels.

Total: $1,250,000.00 + HST

The quote above is subject to change depending on price increases.

Attachment E: Design Rationale

Zwicker Zareski Architecture + Planning

1 Canal Street, Dartmouth NS B2Y 2W1 | 902 266 2408 | chris.markides@zzap.ca

Design Rationale - 1266 Barrington Street, Halifax NS, April 2020 Update

Introduction

ZZap Consulting Inc., on behalf of Grafton Developments, is pleased to submit the following Site Plan Approval design rationale for the proposed addition of the existing building located at 1266 Barrington St. currently the Waverley Inn. The existing building occupies a small portion of the lot in the Northeast. The lot is located within the Old South Suburb heritage conservation district. Separate to this proposal the developer is undertaking the necessary applications and processes for the substantial alteration of the existing building.

This proposal is to develop a rear addition to the existing building to allow for additional hotel rooms. The sub roof of this new addition will create a new terrace accessed from the second level of the existing inn as well as the new addition. As part of the redevelopment one level of internal parking will be incorporated using the existing curb cut. To achieve the desired outcomes of this project, we are requesting three variances to the land use bylaw:

1. A reduction in the minimum streetwall height to match the existing heritage building
2. A reduction in the upper storey streetwall stepback to respect and frame the existing heritage resource.
3. A reduction in the minimum ground floor height to match the existing heritage building

Site Consideration

In accordance with Section 17.2.1 of the Downtown Halifax Land Use Bylaw this application is subject to the Heritage Design Guidelines of the Design Manual. As this project is an integrated development, it is additionally subject to sections 4.1 (New Developments in a Heritage Context) and sections 4.4 (Integrated Developments and Additions) of the Heritage Guidelines. The subject site is located within District 2 of the Downtown Halifax Plan area. The Downtown Halifax Design Manual has a number of design goals specific to District 2. The proposed development responds to these goals in the following ways:

(a) To promote the District as a heritage and cultural destination for residents and visitors capitalizing on a unique community identity;

The Waverley Inn expansion contributes to the built heritage of the district through the development of the vacant portion of the site with a rear wing that respects the Victorian-era architecture of the original structure without mimicking its form. The design keeps the rhythm, look, and feel of the Old South Suburb neighbourhood.

(b) To secure and encourage public and private investments in heritage resources protecting and conserving the traditional character of the District; and

The proposed Waverley Inn addition incorporates a substantial restoration of the heritage resource. This includes restoring the original character defining elements of the structure and replacing those that have been removed over time. The new addition picks up on the materiality of the existing structure.

(c) To encourage cohesive development that supports a setting consistent with the traditional character of the District.

The Waverley Inn addition fills the currently vacant portions of the site with a structure whose height framework transitions from the taller Thompson Building on Barrington Street and Letson Court on Morris Street, through to the existing Waverley Inn. The proposed building also provides cohesion to the Barrington streetscape through appropriate height transitions, the façade rhythm, and the continuation of the historic streetwall cornice line.

Downtown Halifax Design Manual Guidelines

The following outlines how the proposed development responds to the general Downtown Halifax Design Manual Guidelines:

General Guidelines:

Guideline 3.1.1 – Pedestrian Oriented Commercial

a. Does not comply - no new shop fronts are created in this proposal. Street facing components of the rear addition consist of the main hotel entrance and underground parking access. Streetwall articulation is difficult to achieve on this site as the majority of the streetline abuts the historic hotel portion of the building. To accommodate fire separation between the combustible heritage structure and non-combustible addition, portions of the building are setback significantly from the street.
b. The first floor of the rear addition is designed so it does not detract from the existing heritage resource. Therefore clear glass glazing is makes up more than 75% of the first floor of the new addition to emphasize the materiality of the Victorian Era building.
c. Two ground level entrances are proposed. One in the existing heritage building and one in the new addition. Additional entrances would require significant alteration to heritage building.

d. An awning is provided for the new pedestrian entrance. However, an awning over the existing heritage entrance would be inappropriate in keeping with the heritage defining elements of the building.
e. Spill out activities are possible in the 5.9 metre setback from the property line provided.
f. Non-commercial spaces like the proposed lounge area could be converted to commercial space in the future.

Guideline 3.1.2 – Streetwall Setback

a. N/A
b. Guideline conflicts with LUB clause 11.2.2(a)(ii). The LUB requires that the new development must be setback 3m greater than the setback of an abutting heritage property. In this instance the new addition is setback 6m from the property line.
c. N/A

3.1.3 Streetwall Height

Variance requested: See site plan variance section

3.2.1 – Design of the Streetwall

a. The proposed addition contributes to the 'fine-grained' character of the streetscape by maintaining the vertical rhythm and proportions of the existing three bay Victorian heritage building.
b. The streetwall occupies 100% of the property's frontage. However, a significant streetwall setback is used to frame the existing heritage resource and allow the re-instated breakfast room to have sufficient access to light.
c. The streetwall height is consistent with the guidance provided in section 3.2.1(d). Areas of the building above the streetwall height are stepped back.
d. The proposed addition's streetwall matches the cornice line of the existing heritage resource.
e. The streetwall of the proposed addition used a combination of clear glass glazing and aluminum composite panels to accentuate the detailing of the heritage resource.
f. The entirety of the streetwall of the new addition consists of clear glass glazing, which provides many opportunities for eyes on the street. The ground floor functions as a lounge for hotel guests.
g. No blank walls are proposed at grade level.

3.2.2 - Building Orientation and Placement

a. The recessed main entrance is clearly defined and provide direct access from the sidewalk. However, the main entrance cannot be located at the street edge because this conflicts with the requirements of LUB clause 11.2.2(a)(ii). Additional setback beyond the minimum is required to maintain adequate separation

between combustible and non-combustible materials on the heritage resource and the new addition.

b. N/A
c. N/A

3.2.3 Retail Uses

N/A – No retail uses are proposed. However, the ground level is easily convertible to a retail use at a later date if desired.

3.2.4 – Residential Uses

a. N/A no individually accessed residential units are proposed
b. The recessed main entrance of the hotel picks up on the vertical rhythm of the existing Waverley Inn and effectively acts as another bay in the overall development.
c. N/A
d. N/A
e. N/A
f. N/A

3.2.5 - Sloping Conditions

N/A site does not have sloping conditions along the street line.

3.2.6 – Elevated Pedestrian Walkways

N/A. None are proposed

3.2.7 – Other Uses

N/A. No other uses are proposed.

3.3.1 Building Articulation

a. The base of the building consists of the existing heritage building, and a 2.5 storey streetwall that complements and frames the heritage resource. The material quality, and articulation of the base positively contributes to the quality of the pedestrian environment. The middle and top of the building are visually distinct from the base. They are simple forms that act as a backdrop to highlighting the heritage resource.

b. The addition is of modern design that is sensitive to the historical context where it is placed and accentuates the existing heritage building.

c. The building mass is articulated by a change in materials. A combination of high transparency glazing and spandrel glass are used for the middle and upper portions of the building, while copper aluminum architectural detailing and prismatic glass is used to frame the streetwall and carry on the features of the existing heritage property. The decision was made to move the bulk of the addition's mass away from the Heritage property to meet snow loading requirements of the building code. This is why there is very little articulation in the upper floor mass.

d. A consistent design language is used throughout the building carrying on from the design language of the existing heritage resource.

3.3.2 – Materials

a. Building materials are chosen to complement the local heritage context and respect each other aesthetically. High quality building materials will be selected.
b. Limited materials are used to adequately respond to the site context. The intention is to frame and accentuate the existing heritage resource.
c. The glazing used in the front façade is carried through to the sides and rear of the proposed addition.
d. No changes in material occur at building corners.
e. The proposed addition uses a combination of glass, in-situ concrete, and aluminum cladding materials.
f. No attempt is made to mimic other building materials
g. No stucco is used.
h. The proposed addition uses a combination of glass, in-situ concrete, and aluminum cladding materials.
i. No darkly tinted glass is proposed as part of the addition
j. No unstained wood is proposed for decks, patios or balconies.

3.3.3 – Entrances

a. The main pedestrian entrance is recessed from the street to emphasize the heritage building.
b. The main building entrance is covered with a canopy
c. N/A

3.3.4 – Roof Line and Roofscapes

a. The upper storeys of the building serve as a modern architectural beacon, with glass and metal construction that integrates into the lower building volume and existing heritage building. The copper tabs on the façade of the upper storeys of the new addition are meant to complement the existing heritage building while not detracting from its significance.
b. The building top is related to the middle and the bottom through similar materiality. However, the intention is for the upper storeys of new addition to not distract from the heritage aspects of the development.
c. Landscaping treatment is provided above the first storey roof.
d. Elevator overrun will be screened from view and integrated into the design of the building
e. N/A
f. The parapet design treatment is carried over to the back side of the parapet.

3.4.1 – Prominent Frontages and View Termini

a. N/A
b. N/A

3.4.2 – Corner Sites

N/A – Building is not on a corner site.

3.4.3 – Civic Buildings

N/A – Building is not a civic building.

3.5.1 – Vehicular Access, Circulation, Loading and Utilities

a. All parking is located underground.
b. The proposed parking access is the narrowest possible to service bi-directional traffic.
c. Loading, Storage, and Waste areas are all located internal to the building out of view of public spaces.
d. High quality materials (i.e. paving stones, stamped concrete) will be used for driveway surfacing. Driveway entrance surfacing matches pedestrian pathways in style.
e. Internal utility room are proposed.
f. Mechanical and Electrical requirements will be resolved at the building permit stage. However, the intention is to locate utilities away from public view.

3.5.2 – Parking Structures

N/A

3.5.3 – Surface Parking

N/A

3.5.4 – Lighting

a. Architectural spot lighting will be used to highlight the existing heritage building and tower form behind it, please see attached night rendering.
b. See 3.5.4(a)
c. Architectural lighting will be used to illuminate the streetwall portion of the addition, please see attached night rendering.
d. N/A
e. Full cut-off fixtures will be used to shield light from adjacent residential properties.
f. Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.

3.5.5 – Signs

a. Signage indicating the buildings name and address will be at the street level on the exiting heritage building and as an ornamental art piece on the front façade above the streetwall.
b. Signs do not obscure windows, cornices, or other architectural elements.
c. The primary Inn signage will be on the existing heritage building.
d. No freestanding signs are proposed.

e. The Inn signage on the heritage building is located under the centre eave. This is consistent with the sign's historic location.
f. Street addressing will be clearly visible.
g. Signage above the streetwall is made of metal and copper, and signage at street level on the heritage property will be inlayed wood.

Design Guidelines in a Heritage Context

The following outlines how the proposed development responds to the heritage specific Downtown Halifax Design Manual Guidelines:

4.1 New Developments in a Heritage Context	
4.1.1 Replicas and Reconstructed Buildings	The proposed development intends to restore the existing Waverley Inn to its original grandeur. Grafton Developments intends to undergo the following restorations using historic images, found in the Nova Scotia Archives, of the building as guidance (subject to substantial alteration approval): 1. Re-instate the breakfast bay window 2. Re-construct the cupola 3. New standing seam copper roof above bay windows 4. New period wood siding 5. New wood windows in existing dormers 6. Twinning the front columns
4.1.2 New Buildings in Heritage Contexts	The proposed edition replaces an existing parking lot and does not displace an existing heritage resource. The addition fits in with the existing non-heritage context as well. Matching the size and scale of the Thompson Building abutting to the South and the Letson Court Condos to the West.
4.1.3 Contemporary Design 4.1.4 Material Palette	The intention of the materials chosen for this project is to the transition the new addition from the Thompson Building abutting the property and the existing Waverley Inn. While the materials used in the new addition are largely modern in nature, several materials historically used on the Waverley Inn are carried through to the new addition. For example, the Waverley Inn at one point had a standing seam copper roof on the front façade bay windows and rooftop cupola. The property owner is proposing to reinstate these copper elements and extend the materiality of the copper onto the architectural details of the bay window

	on the new addition and fenestration of the tower portion building on the rear of the property. (see note 1 on sheet A06.1). The new, modern addition complements the existing heritage resource but does not overshadow it. Continuing the cornice line of the existing building and carrying over the copper elements from the heritage resource to the new building. - Recesses the bulk of the new building so as to not detract from the existing Waverley Inn - Carrying the copper cupola and dormer accents of the existing Inn to frame the hotel atrium above the parking entrance - Angled structural glazing is used in the second and third storey atrium to mimic the skin of a pineapple, the emblem of the Waverley Inn. The new addition seeks to frame the existing heritage resource.
4.1.5 Proportion of Parts	The proportions of the new addition reflect the neighbouring context. The design intention is to delicately transition the scale and mass of the addition from the 6-storey Thompson Building abutting the property to the south and the 2.5 storey Waverley Inn and historic neighbouring buildings to the north of the property. The addition transition from a ceramic cladding wall that is similar in style to the Thompson Building (see note 2 on Sheet A06.1) and transitions both the height framework and horizontal proportions to be similar to the Waverley Inn. The second-floor bay window (see note 3) of the new addition is a modern interpretation of the historic bay windows on the existing Inn. Good fitting proportional relationships are achieved though the bay widths, projections, and recesses of the new addition. The width of the street facing bay of the new addition closely matches

	the width of the larger bays on the existing Inn. While it was necessary to recess the main building entrance of the new addition due to fire separation requirements and to allow for solar access to the re-instated breakfast room, the recessed entrance closely matches the with of the centre bay of the existing Inn (see note 4). These design decisions seek to align with the Downtown Halifax Urban Design guidance on proportion of parts as well as the Standards and Guidelines for Heritage Properties in Canada.
4.1.6 Solidity versus Transparency	The proposed addition is transparent compared to the existing Waverley Inn. The intention is to not detract from the solidity of the Victorian Era building. This transparency works to subdue the addition and place emphasis on the grandeur of the heritage components of the Waverley Inn.
4.1.7 Detailing	The detailing of the new addition is generally compatible to the surrounding heritage context. Many of the elements of the new addition are modern interpretations of the heritage attributes of the Waverley Inn and surrounding context. The intention was to complement but not mimic historic building construction or materials, but to present a subtle nod to them. The cornice line is maintained between the addition and the original Waverley Inn (see note 5 on Sheet A06.1). Additionally, the copper detailing (present on historic photos and drawings of the Waverley Inn), are continued throughout the new addition. Lastly, the second story bay of the new addition (see note 3 on Sheet A06.1) is a modern interpretation of the bay windows of the Waverley Inn, keeping with the historic use of dormers and bay windows in building forms in the area.

	Existing column capital detail has Corinthian order with two rows of leaves similar in shape and orientation as the head of a pineapple. There is a nod to this detailing on the pineapple logo at located at the top of the new addition (see note 6 on Sheet A06.1). The pineapple is also the international sign of hospitality and the copper pineapple is meant to pick up on the copper roof features of the existing bay windows and cupola.

4.3 Guidelines for Abutting Developments	
4.3.1 Cornice Line	The cornice height of the new addition is in line with the cornice height of the existing Waverley Inn. The existing building's cornice height is in line with the abutting building's (1274 Barrington Street) cornice height. 1256 Barrington Street (The Thompson Building) is not considered a heritage asset in the Old South Suburb Plan and therefore the proposed addition is not required to match that structure's cornice line.
4.3.2 Rhythm	Steps have been taken to maintain the vertical rhythm of the streetwall. Each bay of the new addition picks up on the proportion of the bays of the existing inn.
4.3.3 Grade Level Height and Articulation	The proposed addition's first story is of a similar height of the first storey datum line of heritage buildings.
4.3.4 Height Transition	Not Applicable

4.4 Guidelines for Integrated Developments & Additions	
4.4.1 Building Setback	The new addition is setback from the street frontage of the heritage building to give the heritage structure visual prominence. Additionally, the portions of the heritage building that will be hidden from view are not character defining elements, as indicated in the Heritage Impact Statement provided.

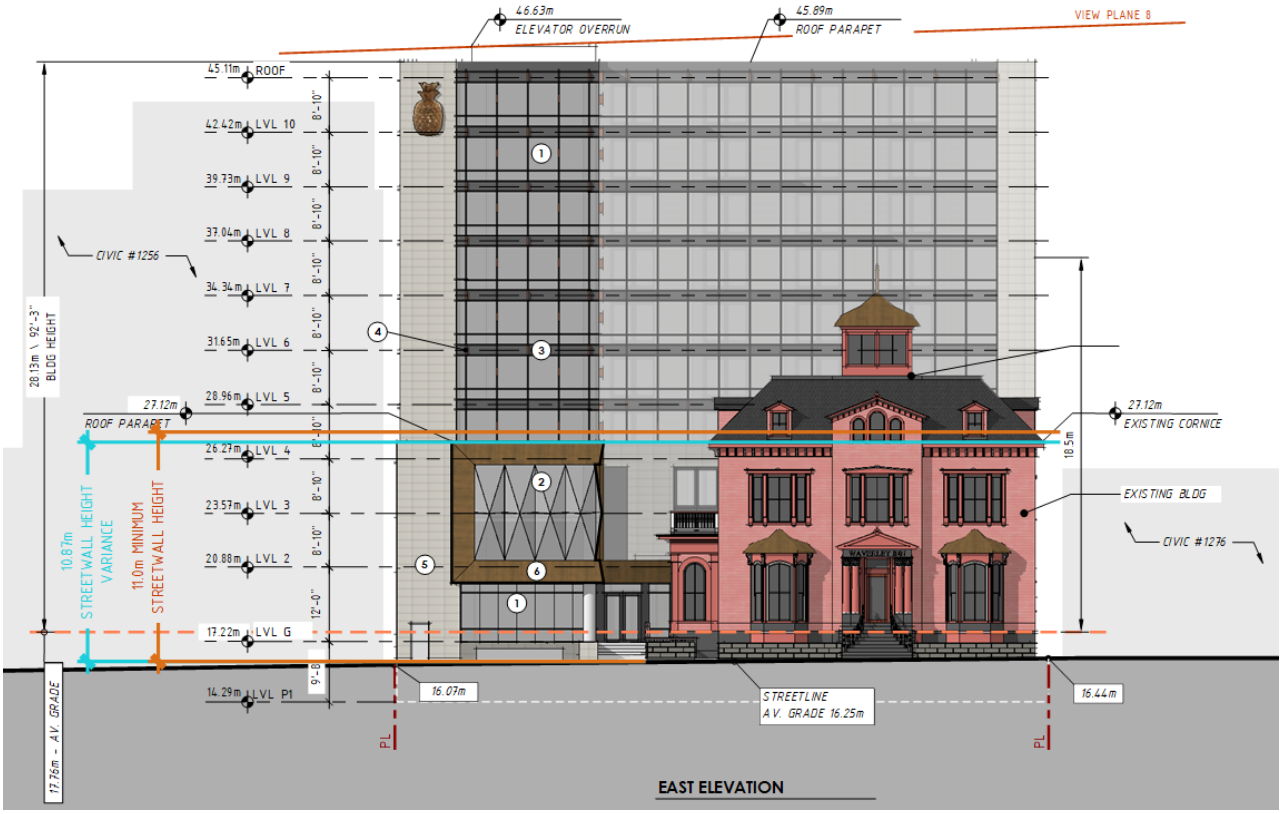
4.4.2 Cornice Line & Upper Level Stepbacks	The proposed addition's podium matches the height of the cornice line of the existing Waverley Inn. Above the streetwall height, the building is stepped back 6.4 metres so as not to distract from the Waverley Inn's hipped roof and cupola.
4.4.3 Façade Articulation and Materials	The proposed addition maintains the same architectural order and rhythm of both the horizontal and vertical division in the existing façade. This is achieved by using void spaces to continue the articulated bays of the Waverley Inn. The addition does not try to achieve the same materiality of the Waverley Inn. Instead the primarily glass structure picks up on the copper trim elements to complement the Heritage building.

Site Plan Variances

As part of this application, the developer is requesting three variances from the land use by-law. The following outlines the proposed variance and how each aligns with the design guidance in the Design Manual.

3.6.3 – Streetwall Height Variance

We are requesting a variance to the streetwall height to reduce the minimum streetwall height to 10.87 metres. The intention behind this variance request is to keep the streetwall height consistent with the cornice line of the existing heritage building. This variance is consistent with the design guidance of section 3.2.1(d), which says that, "in areas of contiguous heritage resources, the streetwall height should be consistent with heritage buildings." Additionally, this variance aligns with guideline 4.4.2 which discusses maintaining the same or similar cornice height of a new building with adjacent heritage resources.



3.6.6 – Upper Storey Side Yard Stepback Variance

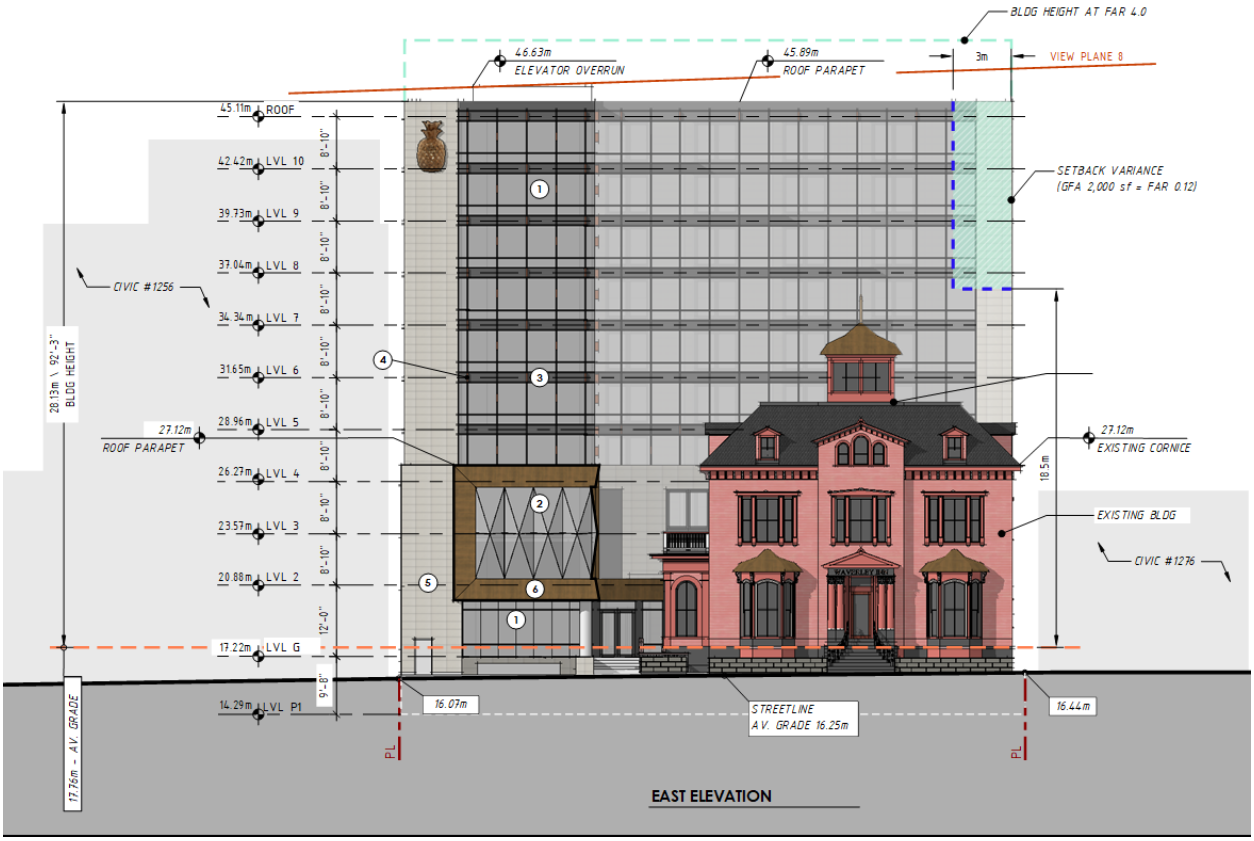
We are requesting a variance to the Upper Storey Side Yard Stepback as indicated in the attached drawing. As we understand it, the requirements of section 2.4(b) may be relaxed where the relaxation of the requirement is consistent with the Design Manual.

Specifically, we are requesting a variance under Section 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"

In this instance, a floor area ratio of 4.0 is permitted on the site. However, only a floor area ratio of 3.68 is achievable under the as-of-right land use bylaw requirements due to the presence of View Plane 8, which limits the maximum height of the building. This reduces to overall achievable gross floor area by 5,316 sqft. To recover some of that gross floor area and to resolve building code compliance issues on the site, we are requesting a variance to the upper storey streetwall setback to permit an additional 2,000 sqft (as indicated on Sheet A03).

The proposed stepback relaxation does not detract from the visual prominence of the existing heritage resource and therefore keeping consistent with Design Manual Guidance.



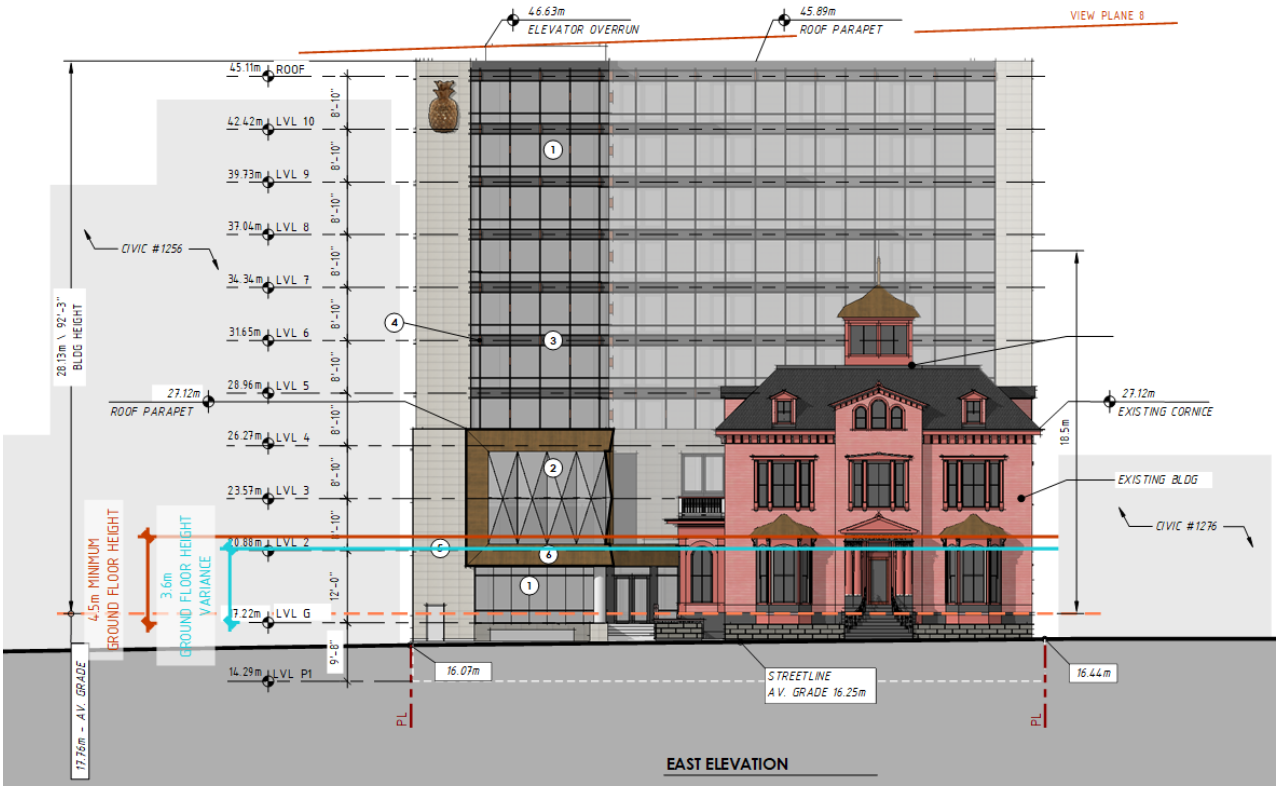
3.6.15 - Ground Floor Height Variance

We are requesting a variance to the Ground Floor Height requirement of section 8(13). As we understand it, this requirement may be relaxed if the requirement is consistent with the Design Manual, and where (e) the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor height at its highest point that would be impractical.

The existing building ground floor height is 4.6m and the proposed addition ground floor height is 3.6m. It is not feasible to lower the ground floor elevation as this would impede on the clearance for the underground parking entrance. Additionally, lowering the ground floor elevation of the proposed addition would require internal ramping between the addition and existing building to meet accessibility requirements of the buildings code. However, there is not enough space internally to meet these requirements, rendering the connection between the proposed addition and existing building inaccessible.

It is not feasible to raise the parapet and top of the ground floor to achieve the requirements of section 8(13) because this would impact the cornice line detailing of the existing Waverley Inn's breakfast room where the new addition connects with the existing building. The intent of this project is to restore the heritage detailing of the

Waverley Inn and raising the ground floor height would conflict with that intent and the intent of guideline 4.3.3(f).



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Section	Guideline	Complies	N/A	Discussion
2	**DOWNTOWN PRECINCT GUIDELINES** *(refer to Map 2 of the LUB)*			
2.2	**Precinct 2: Old South Suburb Heritage Conservation District**			
	The design guidelines shall support the heritage conservation district goals of the Old South Suburb Heritage Conservation District (HCD) Plan. The purpose of the HCD Plan is to encourage the preservation, rehabilitation, and restoration of the Old South Suburb's historic buildings, streetscapes, and public spaces. The Plan seeks to promote the District as a unique destination by securing existing heritage resources and by encouraging appropriate development, especially in the large empty spaces of the District. The following three heritage conservation goals are mutually supportive:			
2.2(a)	To promote the District as a heritage and cultural destination for residents and visitors capitalizing on a unique community identity;	Yes		
2.2(b)	To secure and encourage public and private investments in heritage resources protecting and conserving the traditional character of the District; and	Yes		
2.2(c)	To encourage cohesive development that supports a setting consistent with the traditional character of the District.	Yes		
3.1	**THE STREETWALL**			
3.1.1	**Pedestrian-Oriented Commercial** *(refer to Map 3 of the LUB)*			
3.1.1(a)	The articulation of narrow shop fronts, characterized by close placement to the sidewalk.	Yes		The ability to create narrow shop fronts with this development is limited due to the preservation of the existing heritage resource. The portion of the building fronting the street is used for access and a recessed lobby entrance.
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		Clear glass glazing makes up more than 75% of the first floor of the new addition.
3.1.1(c)	Frequent entries.	Yes		
3.1.1(d)	Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on	No		Awnings would not be an appropriate addition to the

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Section	Guideline	Complies	N/A	Discussion
	Map 3 and is encouraged elsewhere throughout the downtown.			heritage resource. The remainder of the building fronting on the street is a garage access and a recessed main entrance to the addition.
3.1.1(e)	Patios and other spill-out activity is permitted and encouraged where adequate width for pedestrian passage is maintained.	Yes		Spill-out activity is possible in the setback area fronting the ground floor level entry of the proposed building but it is narrow because the underground parking access is alongside this space. Otherwise, there is no opportunity for street level patios or spill-out activity.
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.	Yes		The ground floor level of the proposed building is designed to accommodate future retail or commercial conversion.
3.1.2	**Streetwall Setback** *(refer to Map 6 of the LUB)*			
	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):			
3.1.2(a)	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.		✓	
3.1.2(b)	Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non-commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.	No		Because this is a heritage resource within the Old South Suburb Heritage Conservation District, a setback that preserves the

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Section	Guideline	Complies	N/A	Discussion
				character of the heritage resource is required as per Section 11.2.2(a)(ii) of the LUB.
3.1.2(c)	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.		✓	
3.1.3	**Streetwall Height** *(refer to Map 7 of the LUB)*			
	To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets – 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.	No		Map 7: 11 metres. Proposing 10.7 metres. A variance has been requested for Section 9(3) of the Land Use By-law.
3.2	**PEDESTRIAN STREETSCAPES**			
3.2.1	**Design of the Streetwall**			
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		The proposed façade presents a vertical bay that emulates the prevailing character of narrow buildings with vertical bays.
3.2.1(b)	The streetwall should generally be built to occupy 100% of a property's frontage along streets.	Yes		The streetwall occupies nearly 100% of the frontage. To accommodate the heritage resource it is

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Section	Guideline	Complies	N/A	Discussion
				slightly shy of the 100, which is an acceptable deviation from the guideline.
3.2.1(c)	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey stepbacks.	Yes		There is a request for variance of the streetwall height, that if approved will meet this condition and match the cornice line of the existing heritage resource; the proposed building stepbacks above the streetwall (see 3.1.3).
3.2.1(d)	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	Yes		The proposed streetwall height will match the cornice line of the heritage resource if a requested variance is approved (see 3.1.3).
3.2.1(e)	Streetwalls should be designed to have the highest possible material quality and detail.	Yes		The proposed streetwall uses high quality materials: aluminium curtain wall, high transparency prismatic glazing, illuminated steel tabs, ceramic cladding, aluminium composite, pre-finished engineered metal cladding and aluminium framed glass guards. These materials and their placement provide surface articulation and high level of detail to the streetwall.
3.2.1(f)	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	No		The upper portion of the proposed streetwall is composed almost entirely of glass that

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Section	Guideline	Complies	N/A	Discussion
				allows the interior to provide eyes on the street and the hotel lounge to share activity with the pedestrian level. However, the pedestrian level is an aluminium curtain wall due to the location of the garage entrance.
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.	No		No mechanical or utility functions at the street level have been proposed, however, the site has limited opportunity for vehicular access. As a result the garage access takes up most of the frontage creating the effect of an at grade blank wall.
3.2.2	**Building Orientation and Placement** *(refer to Maps 8 and 9 of the LUB)*			
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.	No		The proposed building is oriented towards the street but is not located at the street edge due to allowances made to protect the heritage resource. The primary entry point to the new building does not directly access the sidewalk and is setback approximately 15.3 m from the streetline.
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		✓	

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Section	Guideline	Complies	N/A	Discussion
	appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.			
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.		✓	
3.2.3	**Retail Uses** *(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.	No		Although this site is identified on Map 3 as a primary commercial street, the existing use is a hotel. The remainder of the frontage will be used as a garage entrance and a hotel lobby entrance.
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.	No		A garage entrance is proposed along the majority of street frontage in front of the proposed addition and does not allow for the installation of awnings or canopies.
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.	No		Due to the location of the garage entrance, this is not possible. Ground level retail could be accommodated in the rest of the building.
3.2.3(d)	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.		✓	
3.2.3(e)	Avoid deep columns or large building projections that hide retail display and signage from view.		✓	
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.		✓	

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Section	Guideline	Complies	N/A	Discussion
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.		✓	
3.2.4	**Residential Uses**			
3.2.5	**Sloping Conditions**			
3.2.6	**Elevated Pedestrian Walkways**			
3.2.7	**Other Uses**			
3.2.7(a)	Non-commercial uses at-grade should animate the street with frequent entries and windows.		✓	
3.3	**BUILDING DESIGN**			
3.3.1	**Building Articulation**			
3.3.1(a)	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: • **Base**: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • **Middle**: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. • **Top**: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.	Yes		Base: The base of the proposed building is clearly defined by the streetwall and the existing heritage resource. It contributes to the quality of the pedestrian realm with its transparency, articulation, and material quality. Middle: The middle of the proposed building is visually and materially distinct from the building base and contributes to the overall streetscape by providing a background that heightens the visual and physical qualities of the heritage resource. Top: The roof condition of the proposed building is not distinguished from the middle of

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Section	Guideline	Complies	N/A	Discussion
				the building; there is no contribution to the visible 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		
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		
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		
3.3.2	**Materials**			
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		
3.3.2(b)	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes		
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		
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		
3.3.2(f)	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes		
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		

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Section	Guideline	Complies	N/A	Discussion
3.3.2(i)	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	Yes		
3.3.2(j)	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that these guidelines shall not apply to seasonal sidewalk cafes.	Yes		
3.3.3	**Entrances**			
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		The ground level entry of the proposed building is emphasized by being recessed.
3.3.3(b)	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	Yes		Through vestibules and recessed entries
3.3.3(c)	Modest exceptions to setback and stepback requirements are possible to achieve these goals.		✓	
3.3.4	**Roof Line and Roofscapes**			
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		The high rise portion of the building includes copper tabs which are unique features that are “meant to complement the existing heritage building while not detracting from its significance”.
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.	No		The building top has been intentionally understated so as not to detract from the heritage resource.
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	Yes		Landscaping is proposed on the rooftops.

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Section	Guideline	Complies	N/A	Discussion
	incorporation of living green roofs is strongly encouraged.			
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 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.	Yes		
3.4	**CIVIC CHARACTER**			
3.4.1	**Prominent Frontages and View Termini** *(refer to Map 9 of the LUB and Map 1 in the DM)*			
3.4.2	**Corner Sites**			
3.4.3	**Civic Buildings**			
3.5	**PARKING, SERVICES AND UTILITIES**			
3.5.1	**Vehicular Access, Circulation, Loading and Utilities**			
3.5.1(a)	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	Yes		Proposed underground parking located on Barrington Street façade under projecting bay. Projecting bay is setback 5.9m from the streetline and the door itself is setback about 9.4m further from the building facade. There is no possibility of side or rear parking access.
3.5.1(b)	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of	Yes		The vehicle access width is minimized

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Section	Guideline	Complies	N/A	Discussion
	the frontage it occupies, and by designing integrated access portals and garages.			and setback about 15.3m from streetline. The access is integrated in an attempt to reduce visual impact on the Barrington Street facade.
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.	Yes		Loading, storage, and utilities located "internal" to the building and out of view from public streets and spaces and hotel use.
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.	Yes		Service areas are not visible from public streets but the door to the service area is visible from Barrington Street. The door is designed to blend with the wall.
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.	Yes		Internal utility rooms are proposed. Mechanical equipment outside the building will be screened.
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.	Yes		The applicant has stated they will comply with this at the permitting stage. These details have not been shown on the plans.
3.5.2	**Parking Structures**			
3.5.3	**Surface Parking**			
3.5.4	**Lighting**			
3.5.4(a)	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	Yes		Spot lighting is proposed to highlight the heritage building

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Section	Guideline	Complies	N/A	Discussion
				and addition behind it.
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.	Yes		The streetwall portion of the addition is to be highlighted.
3.5.4(d)	Encourage subtle night-lighting of retail display windows.		✓	
3.5.4(e)	Ensure there is no 'light trespass' onto adjacent residential areas by the use of shielded "full cut-off" fixtures.	Yes		Rationale states: "Full cut-off fixtures will be used to shield light from adjacent residential properties".
3.5.4(f)	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes		Rationale says: "Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view."
3.5.5	**Signs**			
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.	Yes		
3.5.5(b)	Signs should not obscure widows, cornices or other architectural elements.	Yes		
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.	No		Proposed signage on the addition is not pedestrian scale, but because of the nature of the sign, it's appropriate not to be at pedestrian scale.
3.5.5(d)	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.		✓	

Attachment F: Design Manual Checklist

Section	Guideline	Complies	N/A	Discussion
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.	Yes		The signage will be located on the heritage building under the centre eave. According to the applicant, “this is consistent with the sign’s historic location.”
3.5.5(f)	Street addressing shall be clearly visible for every building.	Yes		According to the rationale, the street address will be clearly visible, however, it has not been shown on the drawings.
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.	Yes		The sign at street level on the heritage property will be inlayed wood. The signage above the streetwall (pineapple) will be metal and copper. The Heritage Impact Statement states the pineapple is “the international sign of hospitality and the copper pineapple is meant to pick up on the copper roof features of the existing bay windows and cupola as well as the pineapple inlay in the entrance of the Inn.”
3.6	**SITE PLAN VARIANCES**			
	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:			
3.6.1	**Streetwall Setback Variance**			
3.6.2	**Side and Rear Yard Setback Variance**			

Attachment F: Design Manual Checklist

Section	Guideline	Complies	N/A	Discussion
3.6.3	**Streetwall Height Variances**			
	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	Yes		
3.6.3(b)	the modification is for a corner element that is used to join streetwalls of differing heights; or		✓	The development is not on a corner.
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	Yes		This variance is supported as the reduced streetwall height is consistent with the cornice line of the existing heritage building.
3.6.3(d)	where a landmark building element is called for pursuant to the Design Manual.		✓	
3.6.4	**Streetwall Width Variance**			
3.6.5	**Upper Storey Streewall Stepback Variance**			
3.6.6	**Upper Storey Side Yard Stepback Variance**			
	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		
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		The applicant indicated the building height was limited due to the presence of View Plane 8. As a result, the overall achievable gross floor area was reduced by 5,316 sq. ft. To make up some of the loss of square footage, a variance for the upper storey streetwall setback to permit an additional 2,000 sq. ft. has been requested.

Attachment F: Design Manual Checklist

Section	Guideline	Complies	N/A	Discussion
3.6.6(c)	a reduction in setback results in the concealment of an existing blank wall with a new, well designed structure.		✓	
3.6.7	**Maximum Tower Width Variance**			
3.6.8	**Maximum Height Variance**			
3.6.9	**Landmark Element Variance**			
3.6.10	**Precinct 1 Built Form Variance (refer to Map 1 of the LUB)**			
3.6.11	**Precinct 4 Built Form Variance (refer to Map 1 of the LUB)**			
3.6.12	**Landscaped Open Space Variance**			
3.6.14	**Prohibited External Cladding Material Variance**			
3.6.15	**Land Uses at Grade Variance**			
	The minimum floor-to-floor height for the ground floor of a building having access at the streetline or Transportation Reserve may be varied by Site Plan Approval where:			
3.6.15(a)	the proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and	Yes		
3.6.15(b)	the proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition;	Yes		
	And at least one of the following:			
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	No		The proposed ground floor height of the addition is less than the existing building.
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		✓	Not an infill building.
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 step down the floor plate of the building to meet the slope and would thus result in a ground floor floor-to-floor	Yes		The site is constrained in the fact that the only place to locate a garage access is along a large portion of the frontage. Further, lowering the ground floor

Attachment F: Design Manual Checklist

Section	Guideline	Complies	N/A	Discussion
	height at its highest point that would be impractical; or			elevation of the addition would require internal ramping between the existing and new, but there isn't sufficient space to do that. Raising the ground floor would also impact the cornice line of the addition which aligns with the heritage building.
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.		✓	Not a new building.
4	**NEW DEVELOPMENT IN HERITAGE CONTEXTS**			
	There are three conditions under which new buildings can be introduced into heritage contexts in downtown Halifax, and different design strategies apply to them with the same objective of ensuring that as the downtown evolves, it continuously becomes more and more coherent: 1. Infill – This type of development occurs on sites that do not contain a heritage resource, but rather occur on vacant or underutilized sites that are in between other heritage properties, abutting them on each side. Typically, a strong contiguous heritage context exists around them. 2. Abutting – This type of development occurs on sites that do not contain a heritage resource but that are directly abutting a heritage resource on one side. This type of development occurs in a less contiguous heritage environment than infill. 3. Integrated and Additions – This type of development occurs on the same site as a heritage resource. Integrated developments occur on sites where existing heritage structures are part of a larger consolidated site or significant development proposal, and where heritage buildings are to be integrated into a larger building or building grouping. Additions are to existing heritage properties to which new construction will be added, often on top of existing buildings, but can be to the sides or rear in manner that respects existing heritage attributes.			
4.1.1	**Replicas and Reconstructed Buildings**			
	On some sites the opportunity may exist to replicate a formerly existing structure with a new building, or as a part of a larger building proposal. This approach is possible where good documentary evidence exists. The replication of a historic building should proceed in a similar manner to the restoration of an existing but altered or deteriorated structure. Design of the		✓	

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Section	Guideline	Complies	N/A	Discussion
	building should be based on documentary evidence including photographs, maps, surveys and historic design and construction drawings. The interior space and basic structure of a replica building is not required to, but may, also use historic materials or details as long as the exterior presentation replicates the original structure.			
4.1.2	**New Buildings in Heritage Contexts**			
	Entirely new buildings may be proposed where no previous buildings existed, where original buildings are missing, or where severely deteriorated or non-historic buildings are removed. The intention in designing such new buildings should not be to create a false or ersatz historic building, instead the objective must be to create a sensitive well designed new structure "of its time" that fits and is compatible with the character of the district or its immediate context. The design of new buildings should carefully consider requirements elsewhere in these guidelines for density, scale, height, setbacks, stepbacks, coverage, landscaped open space, view corridors, and shadowing. Design considerations include: contemporary design, material palette, proportions of parts, solidity vs. transparency and detailing.		✓	
4.1.3	**Contemporary Design**			
	New work in heritage contexts should not be aggressively idiosyncratic but rather it should be neighbourly and respectful of its heritage context, while at the same time representing current design philosophy. Quoting the past can be appropriate, however, it should avoid blurring the line between real historic buildings, bridges and other structures. "Contemporary" as a design statement does not simply mean current. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo-Victorian detailing, should be avoided.	Yes		The proposed addition is a modern design that contrasts with the existing building, while also pulling in details that respect the heritage building. The datum lines and matching cornice line follow the rhythm of the existing building.
4.1.4	**Material Palette**			
	As there is a very broad range of materials in today's design palette, materials proposed for new buildings in a heritage context should include those historically in use. The use and placement of these materials in a contemporary composition and their incorporation with other modern materials is critical to the success of the fit of the proposed building in its context. The	Yes		The proposal includes reinstating seam copper roof on the Waverly Inn. The proposed addition will incorporate copper detailing at a

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Section	Guideline	Complies	N/A	Discussion
	proportional use of materials, drawing lines out of the surrounding context, careful consideration of colour and texture all add to the success of a composition.			scale similar to that on the existing building. Ceramic cladding has been used elsewhere in the area. Further, the ceramic cladding wall is a similar style to that used on the abutting Thompson Building.
4.1.5	**Proportion of Parts**			
	Architectural composition has always had at its root the study of proportion. In the design of new buildings in a heritage context, work should take into account the proportions of buildings in the immediate context and consider a design solution with proportional relationships that make a good fit. An example of this might be windows. Nineteenth century buildings tended to use a vertical proportion system in the design and layout of windows including both overall windows singly or in built up groups and the layout of individual panes.	Yes		The fenestration pattern of the proposed addition is in keeping with the traditional fenestration pattern of the existing building. The windows are vertically proportioned and the dark panels on the facade of the addition provide floor breaks.
4.1.6	**Solidity versus Transparency**			
	Similar to proportion, it is a characteristic of historic buildings of the 19th century to have more solid walls with punched window openings. This relationship of solid to void makes these buildings less transparent. It was a characteristic that was based upon technology, societal standards for privacy, and architectural tradition. In contrast buildings of many 20th century styles use large areas of glass and transparency as part of the design philosophy. The relationship of solidity to transparency is a characteristic of new buildings that should be carefully considered. It is an element of fit. The level of transparency in the new work should be set at a level that provides a good fit on street frontages with existing buildings that define the character of the street in a positive way.	No		The proposed addition is a very contemporary design and the facade is a high percentage of windows (high transparency). In contrast, the existing building has much less transparency. The rear of the addition has a more comparable ratio of transparency with the existing building. Having a high transparency addition allows for the existing building to stand out.

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Section	Guideline	Complies	N/A	Discussion
4.1.7	**Detailing**			
	For new buildings, detailing should refer to the heritage attributes of the immediate context. Detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context. In past styles, structure was often unseen, hidden behind a veneer of other surfaces, and "de-tailing" was largely provided by the use of coloured, shaped, patterned or carved masonry or added traditional ornament, moldings, finials, cresting and so on. In contemporary buildings every element of a building can potentially add to the artistic composition of architectural, structural, mechanical and even electrical systems.	Yes		While the cornice line is maintained and very subtle proportioning is included, the parking entrance / streetwall does not make strong references to the general heritage attributes of the immediate context. The copper detailing draws on the copper roof details proposed for the existing building. The pineapple sign - also made from copper - compliments the copper roof and plays homage to the pineapple inlay in the entrance of the Inn.
4.1.8	**New Buildings in the Old South Suburb Heritage Conservation District (Precinct 2)**			
	To enhance the heritage context throughout the entirety of the Old South Suburb Heritage Conservation District, within Precinct 2, Section 4.1, the guidelines for new development in heritage contexts, shall apply to all new development.			
	• Within Precinct 2, Old South Suburb Heritage Conservation District, Section 4.4, the guidelines for integrated development, shall apply to all Old South Suburb Heritage Properties.	Yes		See comments throughout.
	• Within Precinct 2, Old South Suburb Heritage Conservation District, with the exception of Section 4.3.4, Height Transition, Section 4.3, the guidelines for abutting development, shall apply to each property. Where a property does not directly abut an Old South Suburb Heritage Property, the guidelines for abutting development shall apply to the property relative to its nearest adjacent Old South Suburb heritage property with frontage on the same street.		✓	
4.2	**GUIDELINES FOR INFILL**			

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Section	Guideline	Complies	N/A	Discussion
4.3	**GUIDELINES FOR ABUTTING DEVELOPMENT**			
4.4	**GUIDELINES FOR INTEGRATED DEVELOPMENTS AND ADDITIONS**			
	This section applies to development proposed for a site upon which a heritage resource exists.			
4.4.1	**Building Setback**			
4.4.1(a)	New buildings proposed to abut heritage buildings on the same site (integrated development) should generally transition to heritage buildings by introducing a building setback from the building line. This setback can be accomplished in several alternate ways, including: • new construction is entirely setback from the heritage building, resulting in a freestanding heritage structure. This is suitable where multiple façades have heritage value • new construction is setback from the street frontage of the heritage building, but only to a depth required to give the heritage structure visual prominence. • new construction is setback along its entire façade from the street line established by the heritage structure (see diagram for Option 3 at left).	Yes		
4.4.1(b)	Consideration should only be given to the construction of new buildings abutting, or as an addition to, a heritage resource, when the parts of the heritage building that will be enclosed or hidden from view by the new construction do not contain significant heritage attributes.	Yes		
4.4.2	**Corine Line & Upper Level Stepbacks**			
4.4.2(a)	Maintain the same or similar cornice height for the podium building (building base) to create a consistent streetwall height, reinforcing the 'frame' for public streets and spaces.	Yes		
4.4.2(b)	Stepback building elements that are taller than the podium or streetwall height. Stepbacks should generally be a minimum of 3 metres for flat-roofed streetwall buildings and increase significantly (up to 10 metres) for landmark buildings, and buildings with unique architectural features such as peaked roofs or towers.	Yes		
4.4.2(c)	Greater flexibility in the contemporary interpretation of historic materials and design elements is permitted.	Yes		
4.4.3	**Façade Articulation and Materials**			

Attachment F: Design Manual Checklist

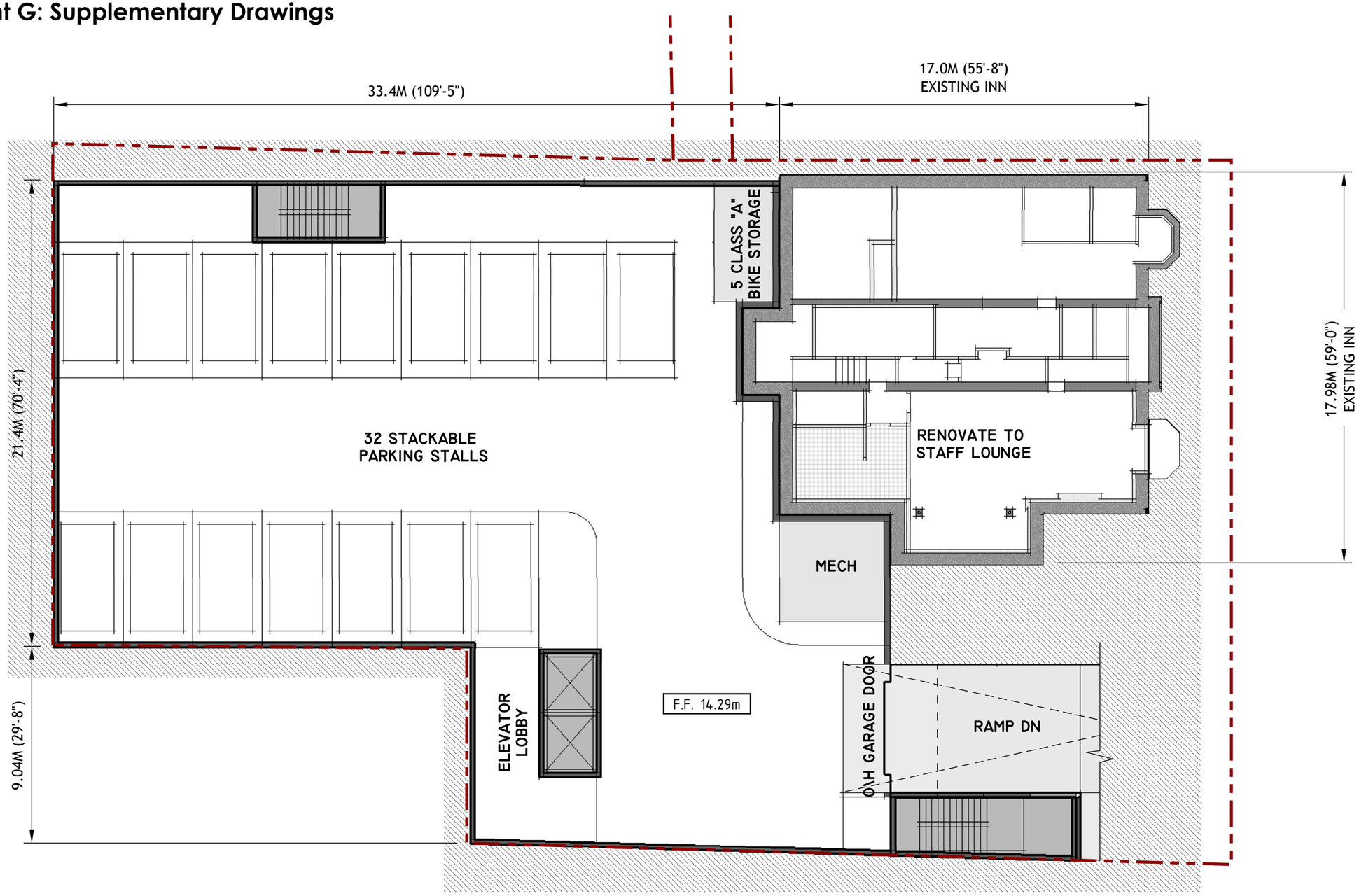
Section	Guideline	Complies	N/A	Discussion
	Similarity:			
4.4.3(a)	Maintain the same architectural order and rhythm of both horizontal and vertical divisions in the facade.	No		See previous comments.
4.4.3(b)	Provide similar materials to existing heritage buildings.	No		See previous comments. Majority of materials are not similar, but there are some materials that are similar to other existing heritage buildings.
4.4.3(c)	Typical materials are masonry, usually brick or stone, in small modular units (bricks, cut stones).	No		Addition uses mostly modern materials including aluminium curtain wall.
4.4.3(d)	Where materials differ, for example concrete, provide fine scale articulation of the surface through score lines or modular units.	Yes		Ceramic cladding has score lines, although not quite as fine grained as brick on existing building.
4.4.3(e)	Provide similar colour palettes, typically neutrals and earth tones.	Yes		
	Contrast:			
4.4.3(f)	Consider existing architectural order and rhythm of both horizontal and vertical divisions in the façade in the articulation of the new building.	Yes		See previous comments.
4.4.3(g)	Provide contrasting materials and surface treatments that complement the heritage building. Use of glass can be effective both for its transparency and reflectivity.	Yes		See previous comments.
4.4.3(h)	Ensure materials and detailing are of the highest quality. In a downtown-wide context, use of contrast should result in the most exemplary buildings in the downtown	Yes		
4.6	**GUIDELINES FOR SIGNS ON REGISTERED HERITAGE BUILDINGS AND BUILDINGS IN HERITAGE CONSERVATION DISTRICTS**			
4.6.1	**Basic Principles**			
	For the purpose of these guidelines, the main function of ‘business signs’ is to identify the business. Business signs are intended to be permanent, exterior signs, usually mounted on	Yes		The proposed signs are generally consistent.

Attachment F: Design Manual Checklist

Section	Guideline	Complies	N/A	Discussion
	buildings. These signs do not carry advertising or temporary or changeable messages. Content is restricted to include only the business name and visual identity graphics, plus brief text and appropriate graphics to describe products and services.			
4.6.2	**Sign Lighting**			
	With the exception of restrictions on internally lit sign boxes, or awnings, for aesthetic reasons (see next section) there are no specific restrictions in these guidelines for lighting methods. In general, non illuminated signs or indirectly illuminated signs (which reflect light from a source intentionally directed upon it) are preferred.	Yes		Details on lighting will be provided at permitting and will be reviewed in consultation with Heritage staff.
4.6.3	**Materials**			
	Prohibited Materials Include:			
4.6.3(a)	internally-illuminated fascia signs or internally-illuminated awning signs;	Yes		Signs shall not include internally-lit fascia signs or internally lit awning signs.
4.6.3(b)	stretch skin plastics for awning or canopy signs; and		✓	
4.6.3(c)	textile banners, with or without frames. Banners are not suitable for permanent business signage.		✓	
4.6.4	**Allowable Sign Types**			
4.6.4.1	**Fascia Signs and Flat Wall-Mounted Signs**			
4.6.4.1(a)	Fascia signs should be installed in the architectural frieze above the storefront, if one exists, in which case the size of the frieze dictates the maximum size of sign.	Yes		The placement of the Waverley Inn sign is consistent with the property's heritage value.
4.6.4.1(b)	If no frieze or other similar architectural feature exists, facia signs for ground-floor businesses should be located in a horizontal band above the upper line of ground floor windows and doors, and below the lower sill of second storey windows. Fascia signs for upper floor occupants would be similarly located above the upper line of windows on their respective floor.		✓	
4.6.4.1(c)	The size of such a wall-mounted should be no greater than 50% of the area of the door.	Yes		Waverly Inn sign is existing and

Attachment F: Design Manual Checklist

Section	Guideline	Complies	N/A	Discussion
				applicant has stated this sign will either be replaced in kind or painted.
4.6.4.1(d)	Flat wall-mounted signs should project no more than 10cm from the wall if they are located closer than 2.5m vertical to the sidewalk. Wall signs which are above that elevation (i.e. typically those used to sign upper storey occupants) should project no more than 30cm from the wall.	Yes		Waverly Inn sign is existing and is inset in wood. Sign is more than 2.5 m vertical to the sidewalk.
4.6.4.2	**Awning Signs**			
4.6.4.3	**Projecting Signs**			
4.6.4.4	**Window Signs**			
4.6.4.5	**Free-standing (Ground) Signs**			
4.6.4.6	**Number of Signs**			
	In order to minimize signage clutter, only two of any of the following sign types should be used for any one business: a. Fascia or awning sign (front panel). b. Projecting sign or awning side panels (max 2 panels). c. Wall mounted sign or window sign (including multiple window signs). d. Free-standing (ground) sign.	Yes		Two wall signs have been proposed (Waverly Inn and a pineapple).
4.6.4.7	**Sandwich Boards**			
4.6.4.8	**Building Identification Signs**			
4.6.4.9	**Murals and Mural Signs**			
4.6.4.10	**New Signs Modelled on Historic Signs**			
	New signs modelled on historic signs which may not meet these guidelines but for which there is historical evidence may also be permitted subject to referral to and recommendation by the Design Review Committee and Heritage Advisory Committee and subject to such signs being approved under the Land Use By-law.	Yes		Council approved the substantial alteration which included new signage on February 8, 2022.



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GRAFTON DEVELOPMENTS INC

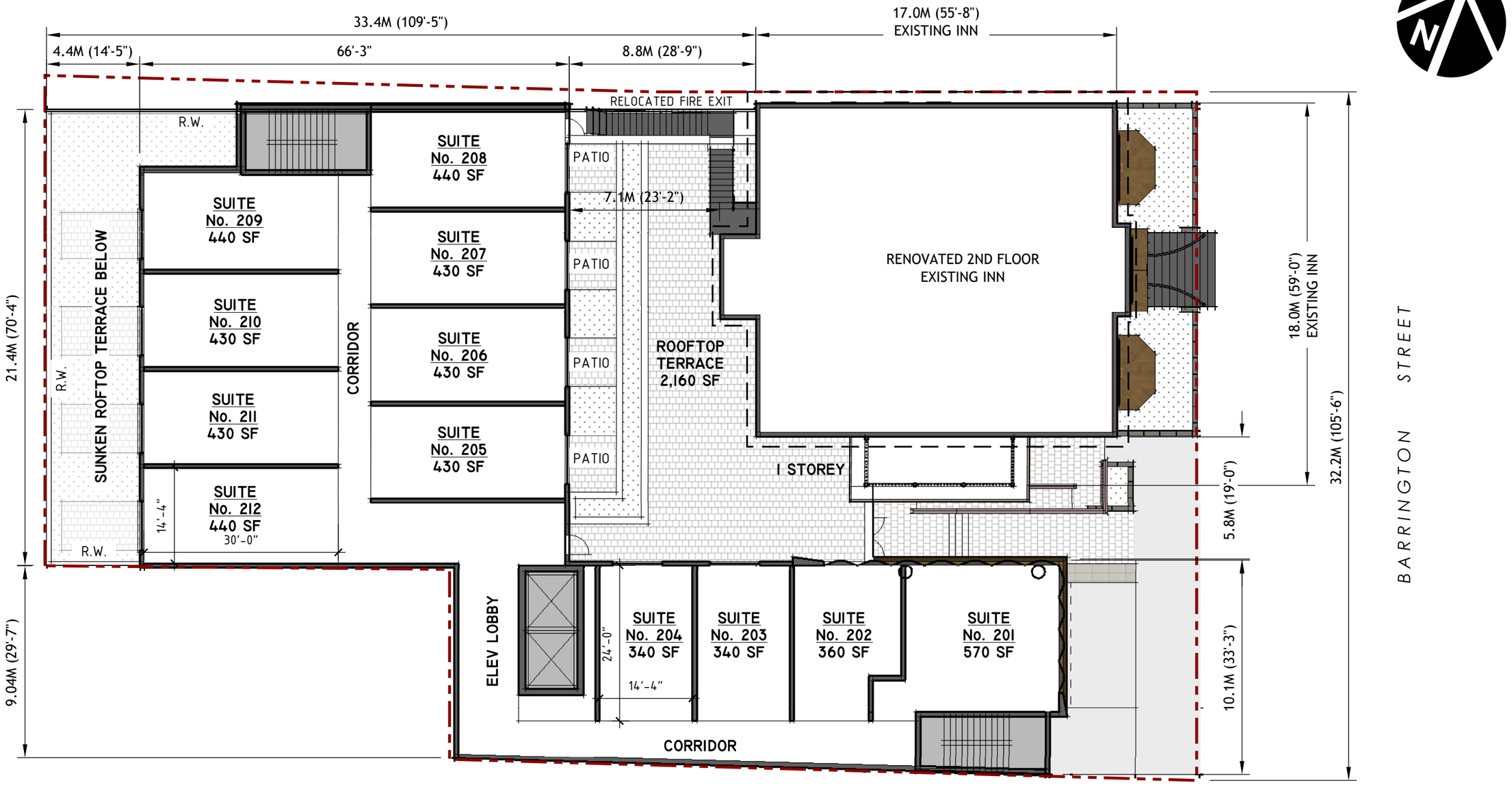
WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

FLOOR PLAN LEVEL P1

0 5' 10' 20' 40'
SCALE: 1/16" = 1'-0"

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A08



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GRAFTON DEVELOPMENTS INC

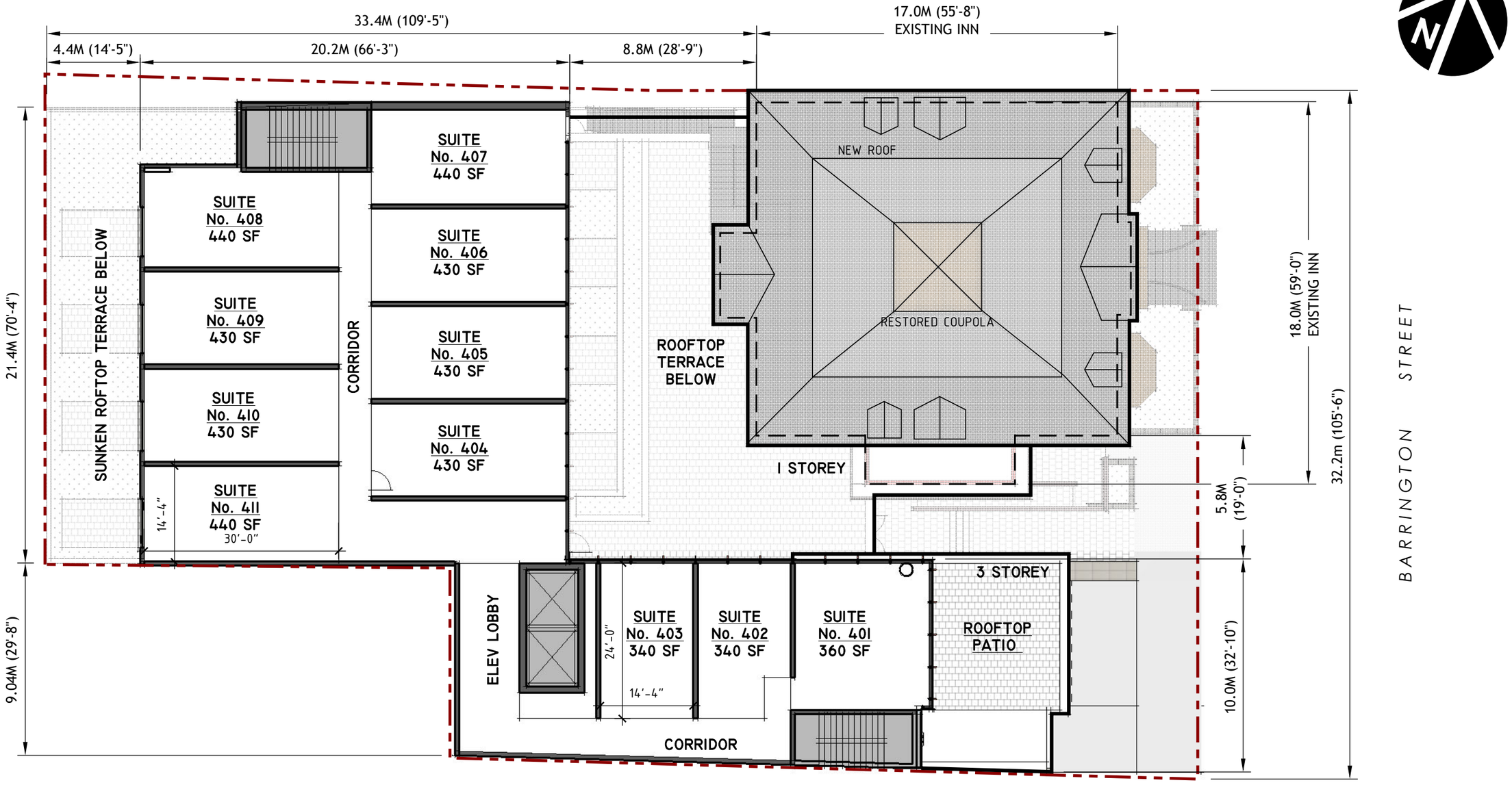
WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

FLOOR PLAN LEVEL 2

0 10' 40'
5' 20'
SCALE: 1/16" = 1'-0"

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A10



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GRAFTON DEVELOPMENTS INC

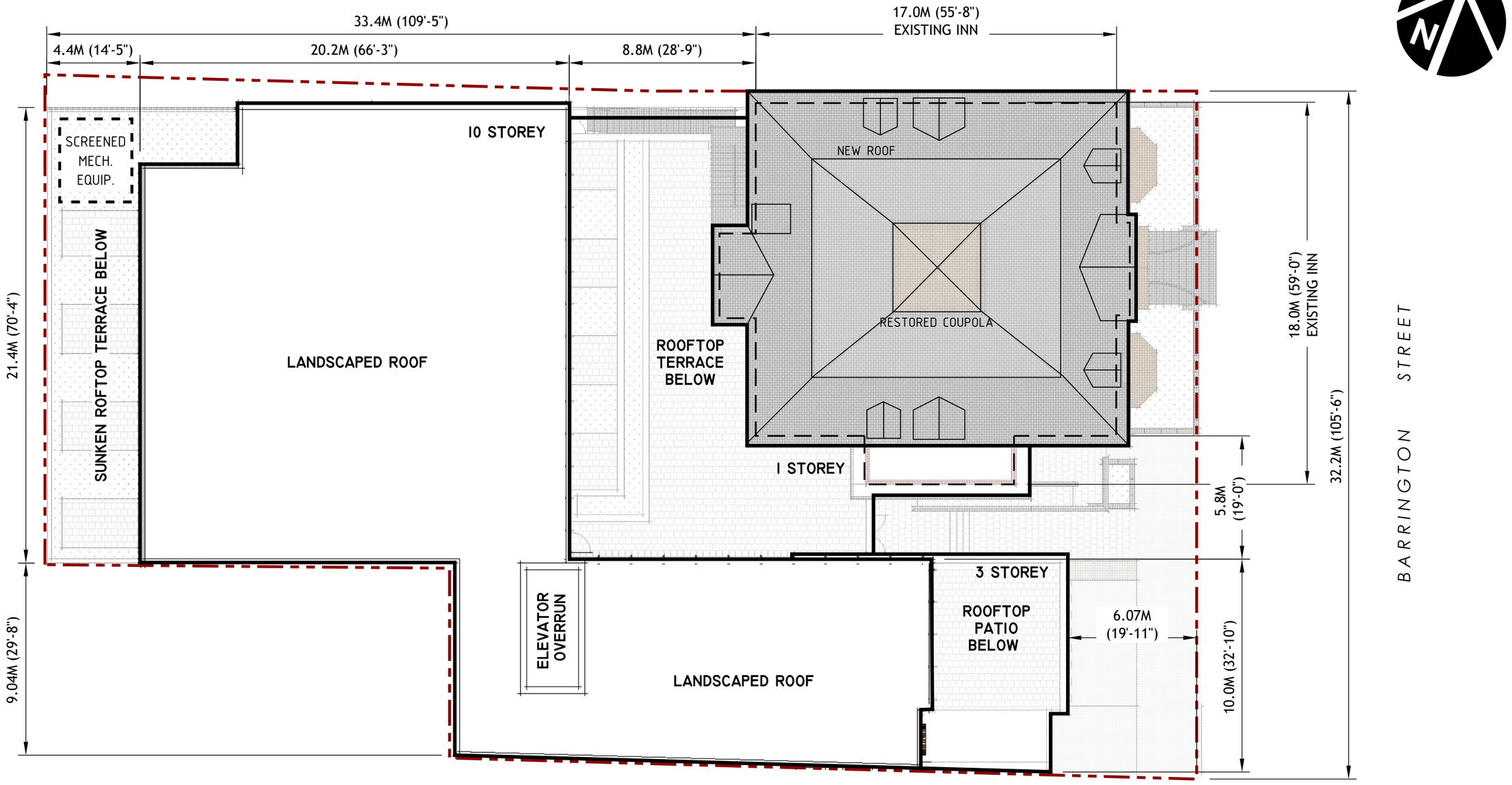
WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

FLOOR PLAN TYPICAL LEVEL 3-10

0 10' 40'
5' 20'
SCALE: 1/16" = 1'-0"

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A11



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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

ROOF PLAN

0 10' 40'
5' 20'
SCALE: 1/16" = 1'-0"

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A12

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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

BARRINGTON ST PERSPECTIVE

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A13

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GRAFTON DEVELOPMENTS INC

WAVERLEY INN
Renovation & Addition
Barrington Street, Halifax NS

BARRINGTON ST PERSPECTIVE NIGHTTIME

PROJECT NO. 18-005
DRAWN BY: NVC
ISSUED FOR REVIEW
DATE: June 14, 2022

A14