

Design Review Committee
April 11, 2013

TO: Chair and Members of Design Review Committee
Original Signed

SUBMITTED BY: Brad Anguish, Director, Community and Recreation Services

DATE: March 12, 2013

SUBJECT: **Case 18404: Substantive Site Plan Approval – Addition to Scotia Square, Barrington Street, Halifax**

ORIGIN

Application by Crombie Developments Limited

LEGISLATIVE AUTHORITY

Halifax Regional Municipality 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 3-storey addition to the Scotia Square complex on Barrington Street, Halifax, as shown on Attachment A; and
2. Approve the requested streetwall setback variance along Barrington Street as shown on Attachment A.

BACKGROUND

This application for substantive site plan approval by Crombie Developments Limited is for a 3-storey addition to the Scotia Square complex at Barrington Street, Halifax (refer to Attachment A). The Scotia Square complex was constructed between the late 1960s and early 1970s on the block bound by Barrington, Duke, and Albemarle Streets and the Cogswell interchange. While renovations and some minor additions have taken place over the years, this proposal is the second major addition of floor space to the development since its initial construction behind a recently approved 3-storey addition at Duke and Albemarle Streets to be known as “Westhill on Duke”. To enable the proposal to proceed to the permit and construction phases, the Design Review Committee must consider the proposal relative to the Design Manual within the Downtown Halifax Land Use By-law.

Existing Context

The Scotia Square complex sits on one large parcel of land of approximately 8 acres in area (refer to Map 1). The complex includes retail uses within portions of the building base, three office towers (Duke, Barrington, and Cogswell Towers), the Delta Halifax Hotel and associated parking facilities for the entire development. The complex is connected by several (above and below-grade) pedways to developments on adjacent blocks and is a major transit hub in the downtown.

The subject portion of the complex lies along Barrington Street, between Barrington Tower and the Delta Halifax Hotel (refer to Attachments A and B). The main pedestrian entrance to the Scotia Square retail shops is at the corner of Duke and Barrington Streets. There are three secondary entrances via: exterior concrete stairs leading into the second floor level from Barrington Street; the existing pedway across Barrington Street from the Barrington Place shops; and the entrance to Barrington Tower at street level below the pedway. While Barrington Tower abuts the sidewalk, the existing retail portion of the building is well set back from the street with no direct pedestrian access to the ground level. Exterior cladding includes textured concrete, brick and some glazing, which is limited mainly to the upper two levels and the entrance area atop the concrete stairs. A plaza area between the building and the sidewalk includes concrete planters, a bus shelter and building service and mechanical features.

Project Description

The proposal is to construct a 3-storey addition onto the eastern face of the Scotia Square complex outward towards Barrington Street, to be used for retail, restaurant and office space. The following highlights the major elements of the proposal:

- Approximately 24,000 square feet (2,210 square metres) of gross commercial floor area on 3 levels;
- New street-level pedestrian entrance to Scotia Square from Barrington Street;
- Street-level retail spaces with access from sidewalk and interior entrance vestibule;
- Weather protection at sidewalk level via cantilevered building elements and canopies;
- Rooftop to include a living green roof, stone pavers, roof membrane and mechanical equipment;
- Exterior cladding materials include curtain wall with vision and spandrel glass, with natural stone at building base;

- Bicycle parking facilities as per requirements of the Land Use By-law (LUB);
- Existing pedway and parking and service access points to be maintained; and
- Future installation of a canopy or alternate wind mitigation device at the base of Barrington Tower and improvements to the existing Barrington Tower entrance area off Barrington Street at the southern end of the addition.

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

Regulatory Context

With regard to the Downtown Halifax Secondary Municipal Planning Strategy (DHSMPS) and Land Use By-law, the following are relevant to note from a regulatory context:

- The site is within the DH-1 Zone and the Cogswell Precinct (#8);
- The maximum pre-bonus height is 49 metres and the maximum post-bonus height is to the maximum height allowed by the Rampart regulations;
- The southeast corner of the Scotia Square complex (at Duke & Barrington Streets) is encumbered by Viewplanes #2 and #3. However, the location of the proposed building addition is not encumbered by either viewplane;
- The required streetwall setback on Barrington Street is between 0 and 1.5 metres;
- The minimum streetwall height is 11 metres while the maximum height is 18.5 metres. The proposed building addition falls within these heights; and
- Part of the Barrington Street frontage to the south of the pedway is designated as a primary or "Pedestrian-Oriented" commercial street.

The proposed building addition will be located closer to Barrington Street than the existing structure, but will not meet the maximum permitted 1.5 metre streetwall setback. As such, a variance of the maximum streetwall setback will be required.

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 of the LUB. The Development Officer has reviewed the application and determined it to be in conformance with these requirements, with the exception of the maximum streetwall setback.

Role of the Design Review Committee

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

1. Determine if the proposal is in keeping with the design guidelines in the Design Manual; and
2. Determine if the proposal should be approved with respect to the criteria in the Design Manual for the issuance of variances to the built form requirements.

DISCUSSION

Design Manual Guidelines

An evaluation of the proposed project against the applicable guidelines of the Design Manual is found in a table format (Attachment C). The table indicates staff's advice as to whether the project complies with a particular guideline. In addition, it identifies circumstances where there are different possible interpretations of how the project relates to a guideline or where additional explanation is warranted. These matters are outlined in more detail as follows:

Pedestrian-oriented Commercial Uses [2.8 (j), 3.1.1, 3.2.3(a), (c) & (f), 3.2.5 (f)]

The portion of Barrington Street to the south of the existing pedway is designated as a "Pedestrian-oriented Commercial Street". The Design Manual also calls for the encouragement of pedestrian-oriented uses elsewhere. The proposal improves upon this portion of the Scotia Square complex by extending the retail focus of the interior "Centre Court" to the Barrington Street sidewalk. The introduction of retail spaces and the new pedestrian entrance at street level greatly improves upon the existing streetwall by providing more activity directly abutting the sidewalk.

At the southern end of the addition, at the base of and entrance to Barrington Tower, the existing pedestrian area is in need of improvement to mitigate against wind conditions. This area is beyond the area of this site plan approval request, however, through discussions between staff and the developer, the developer has agreed, in principle, to undertake improvements to the pedestrian entrance in this area. These improvements are expected to be minor in nature and not require approval through the substantive site plan approval process.

Streetwall Design [3.2.1(a), (e), (f), (g), 3.2.5 (f), 3.3.1 (c) and (d)]

The proposed design represents an improvement to the existing streetwall in numerous ways. As indicated above, the addition will bring that portion of the complex much closer to Barrington Street, with a new pedestrian entrance and retail shops. The design incorporates high quality materials such as glass and natural stone. The vision glass provides a high level of transparency and visual connection to the street. The proposed retaining wall at the northern end of the addition will adjust the grade to allow for suitable pedestrian access to the retail space. The vehicular delivery/service entrance doors will be moved closer to the street which will improve the streetwall conditions. As certain existing conditions such as the delivery/service access and the Barrington Tower pedestrian entrance are difficult to mitigate, the proposed design improves existing situations while improving the streetwall.

Canopies and Awnings [2.8 (d), 3.2.3 (b) and 3.3.3 (b)]

The Design Manual encourages canopies and awnings over the sidewalks abutting the project, as a means of providing weather protection for pedestrians. A proposed canopy combined with the cantilevered portion of the addition over the entrances along Barrington Street will provide improved weather protection. As canopies and awnings are encouraged but not mandatory, except on pedestrian-oriented streets, the presence of these elements meets the intent of the Design Manual.

Variance [3.1.2 (a), 3.3.3 (c) and 3.6.1 (b) & (c)]

There is one variance being sought to the quantitative elements of the LUB for this development, relative to the maximum streetwall setback from Barrington Street. The required setback pursuant to the LUB is between 0 and 1.5 metres. The Barrington Street right of way shifts slightly westward in this location (refer to Attachment A). The existing building setback ranges between 10 and 16 metres from the Barrington Street property line. The proposed addition will be located closer to the street, resulting in a setback of between approximately 0 and 4 metres, which is a significant improvement. The variance request is relatively minor and reasonable, given the improvement in the streetwall location which is achieved.

Wind Assessment

The LUB does not require a wind assessment for buildings less than 20 metres in height. Notwithstanding, the project's architect has provided, for the Committee's information, an opinion or *qualitative* assessment of expected wind conditions (refer to Attachment D). The assessment anticipates that, due to the relatively low height and location of the building addition, the provision of a canopy for shelter and the recession of the building mass at its base, there would be an improvement to the existing wind conditions and level of comfort as a result of the proposal. In addition, the developer has agreed, in principle, to future installation of a canopy or alternate wind mitigation device at the base of Barrington Tower.

Conclusion

Upon review of the proposal against the criteria of the Design Manual, staff recommend that, with the requested variance, the proposal meets the design guidelines.

FINANCIAL IMPLICATIONS

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

COMMUNITY ENGAGEMENT

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

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES

1. The Design Review Committee may choose to approve the application for substantive Site Plan Approval, as submitted. This is the recommended course of action.

2. 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.
3. 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.

ATTACHMENTS

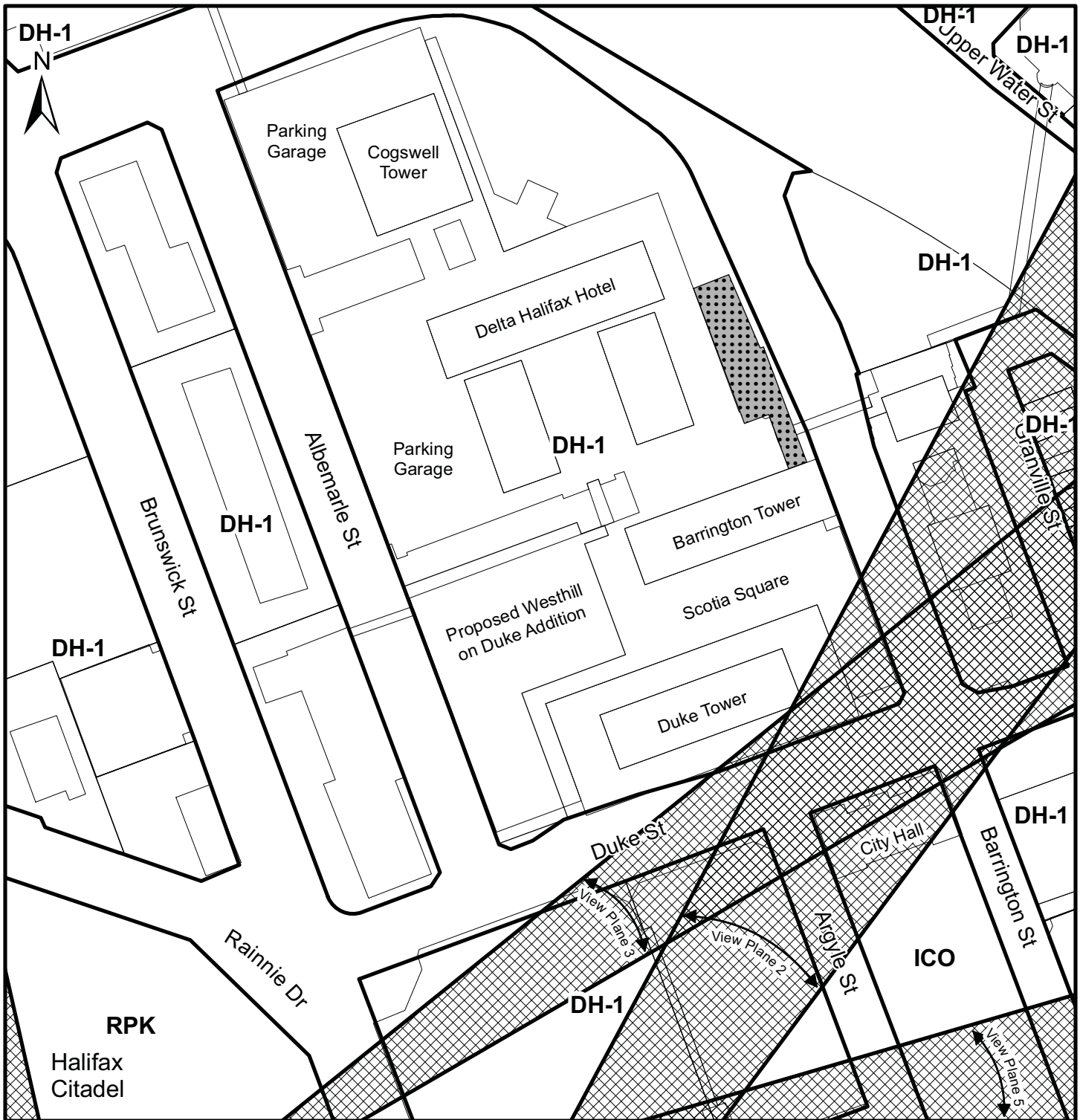
Map 1	Location and Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Design Rationale/Supporting Information
Attachment C	Design Manual Checklist – Case 18404
Attachment D	Qualitative Wind Impact Assessment
Attachment E	Renderings

A copy of this report can be obtained online at <http://www.halifax.ca/boardscom/DesignReviewCommittee-HRM.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210 or fax 490-4208.

Report Prepared by: Paul Sampson, LPP, Planner, 490-6259

Original Signed


Report Approved by: Kelly Denty, Manager of Development Approvals, 490-4800



Map 1 - Location and Zoning

Scotia Square:
Barrington Street Addition

 Area of Proposed Addition

 View Plane

Downtown Halifax
Land Use By-Law Area

Zones

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

HALIFAX
REGIONAL MUNICIPALITY
DEVELOPMENT APPROVALS

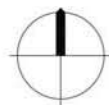
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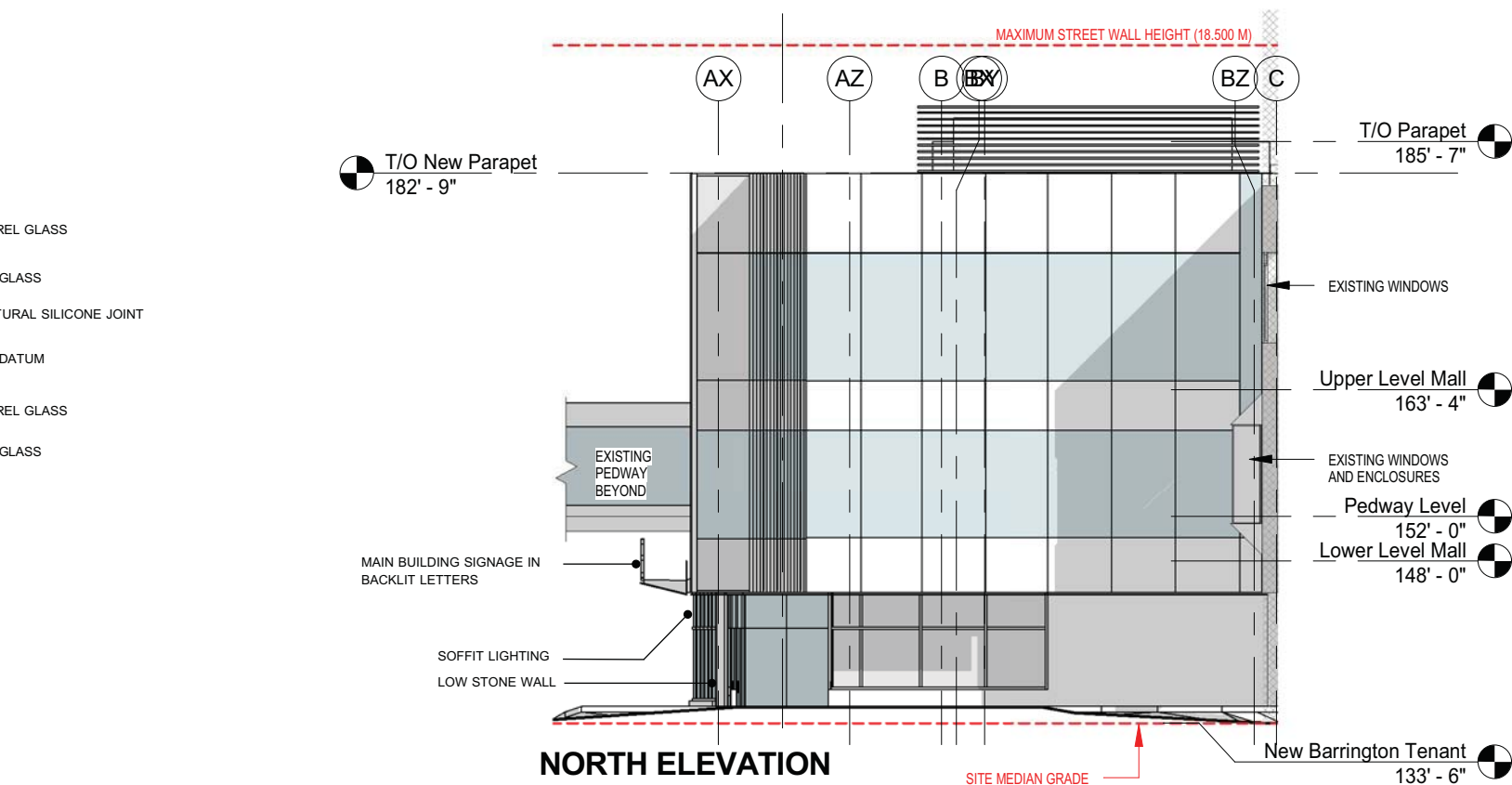
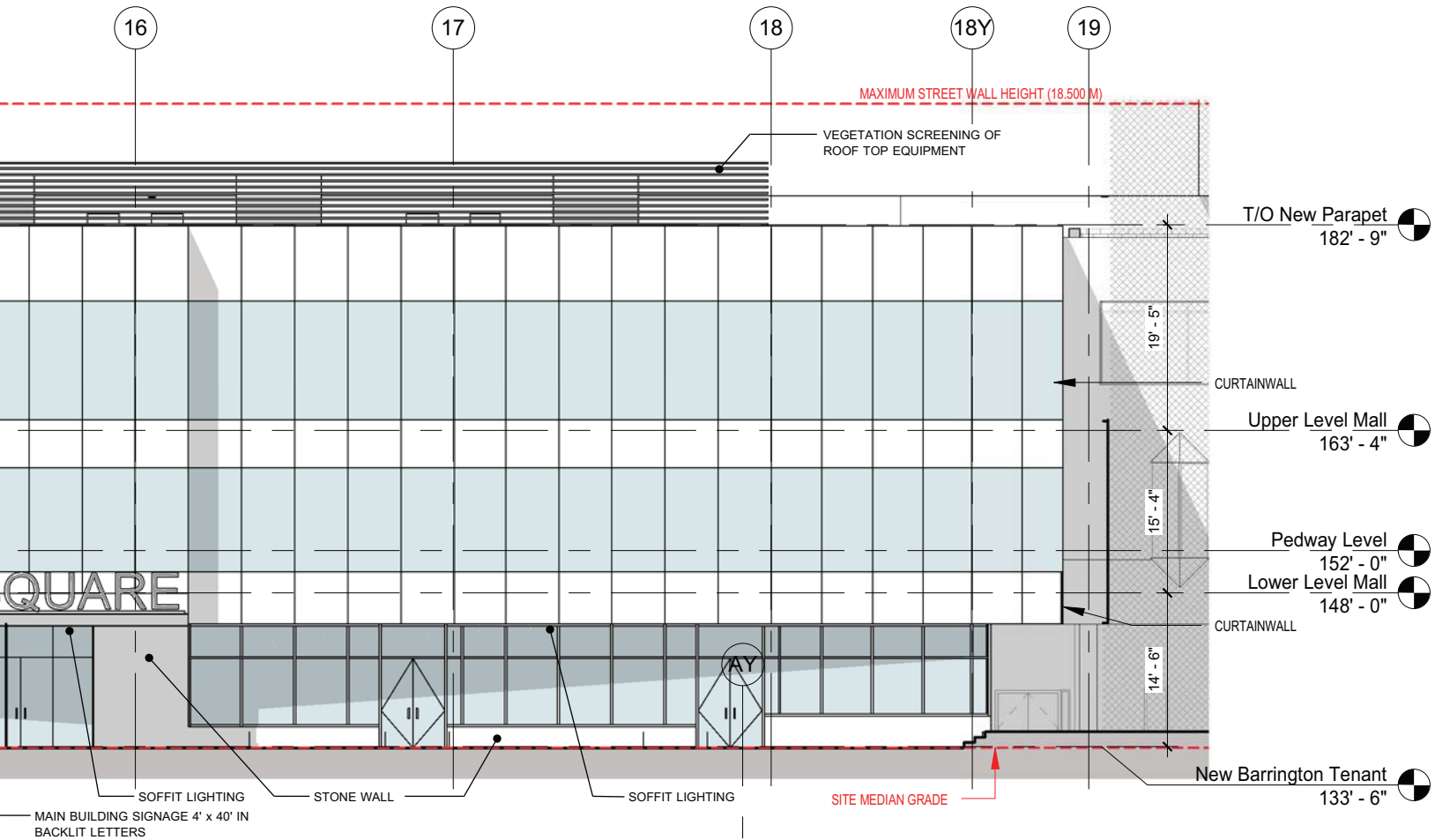
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

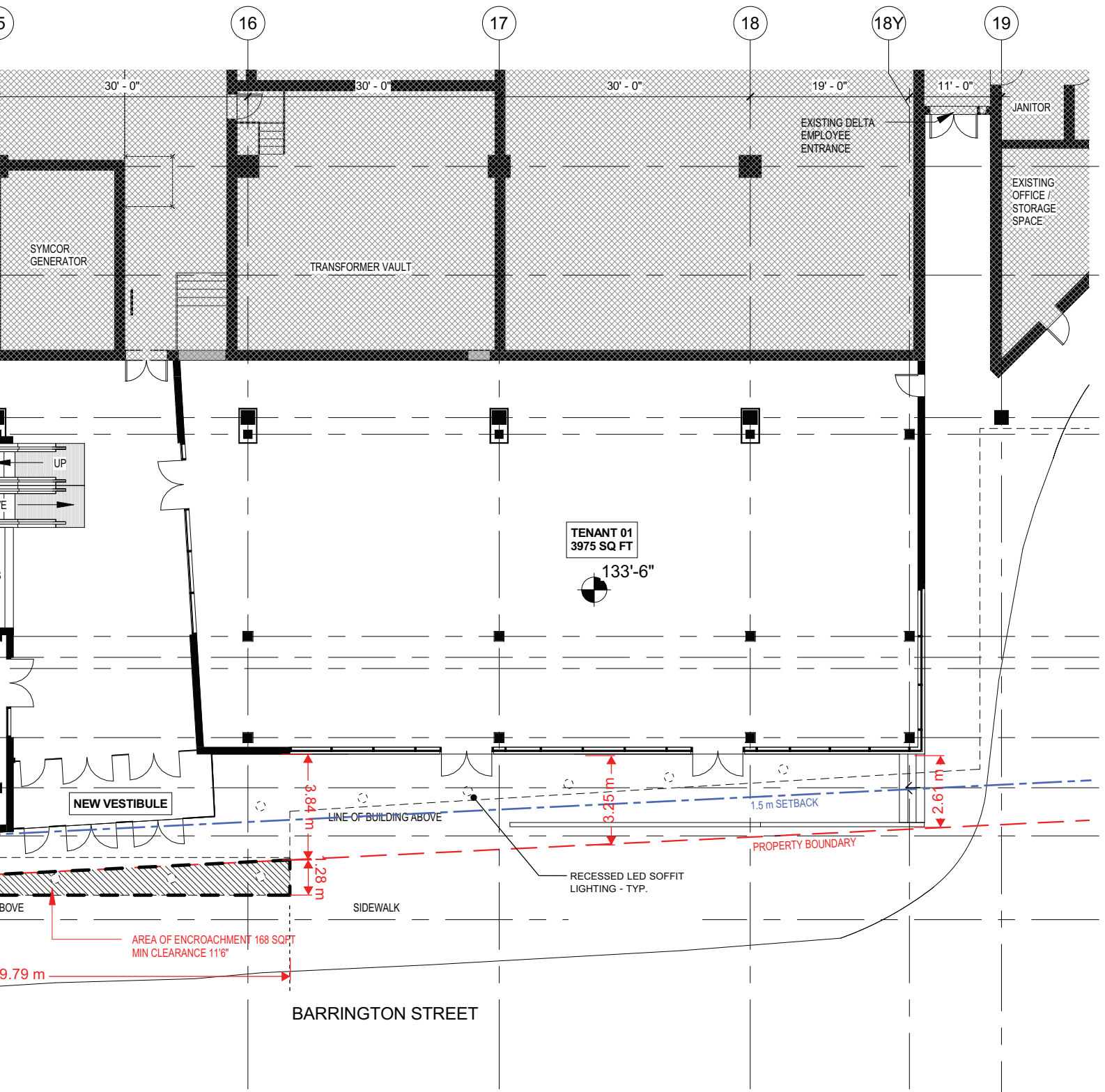
HRM does not guarantee the accuracy of any representation on this plan.

PHASE A

Approval Plans



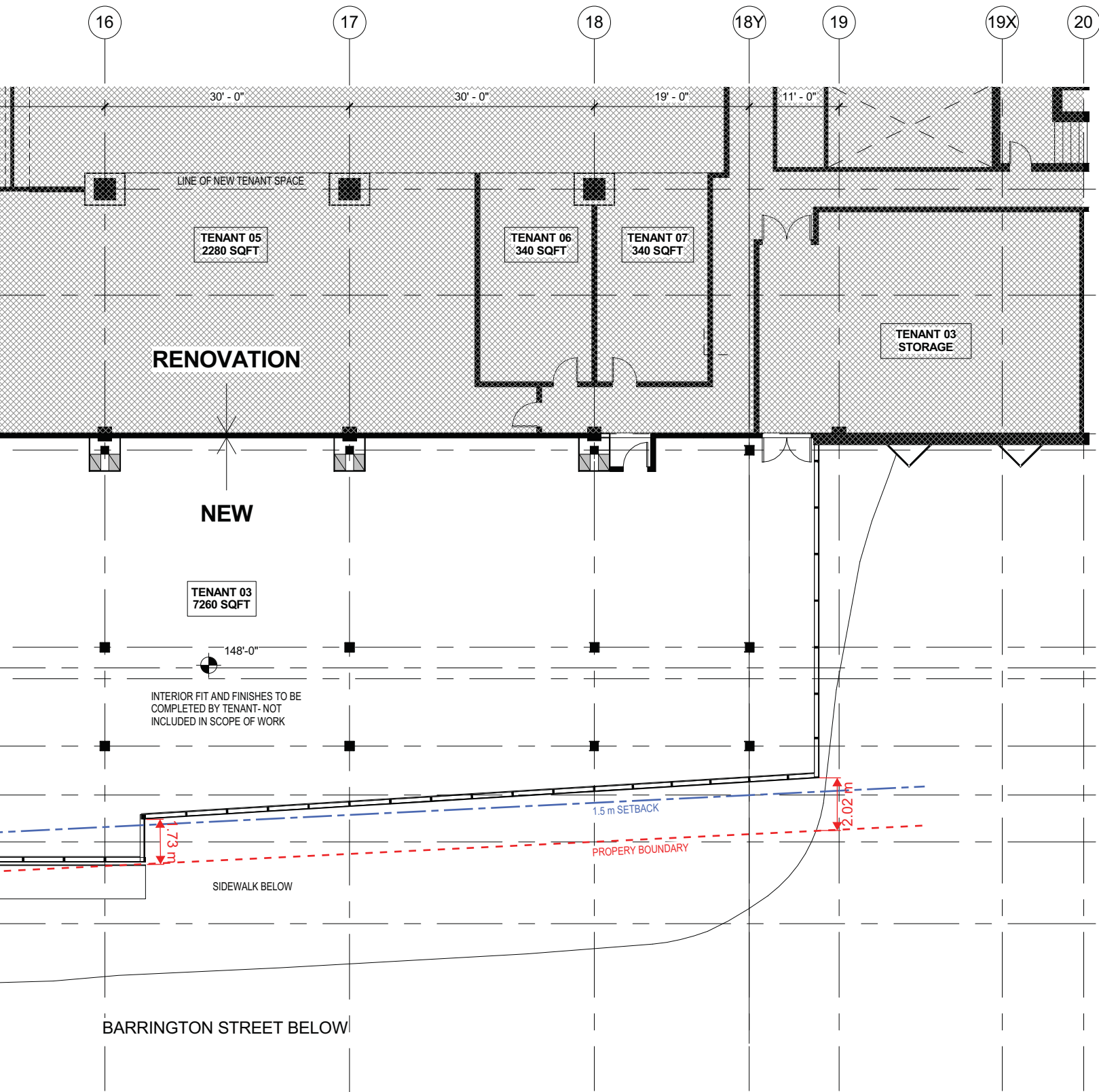




Property Boundary Setback

Maximum: 11.79 m

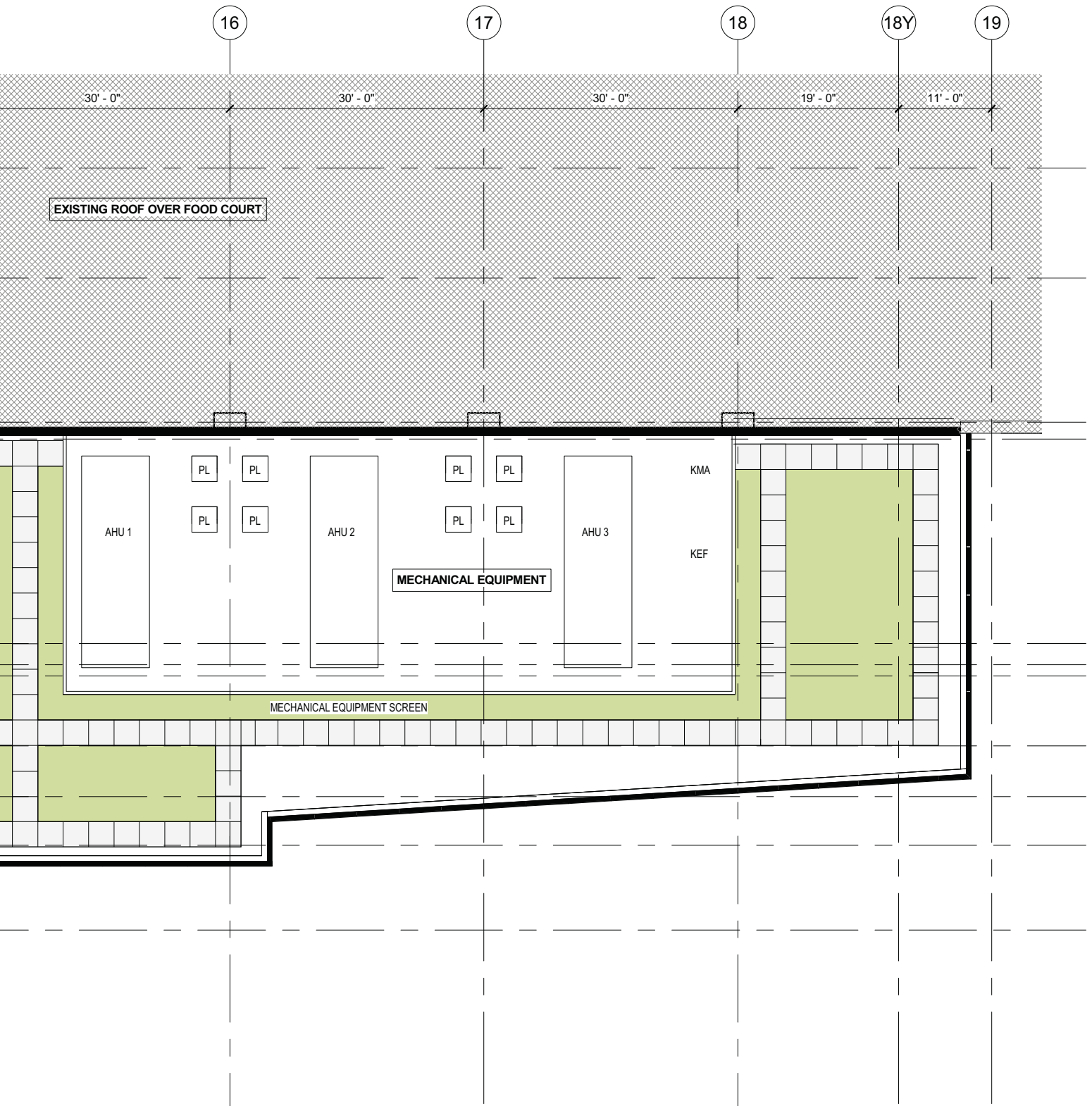
Minimum: 1.50 m



Property Boundary Setback

Maximum: 4.75 m

Minimum: 0.00 m



ATTACHMENT B

Design Rationale/ Supporting Information



SCOTIA SQUARE - BARRINGTON EXPANSION

HRM SUBSTANTIVE SITE PLAN APPROVAL APPLICATION: SUPPORTING DOCUMENTS

February 4, 2013

PROPERTY OWNER:  **Crombie**
REIT

DSRA

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APPENDIX - ARCHITECTURAL DRAWINGS

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- A2 BUILDING ELEVATIONS
- A3 RENDERED BUILDING ELEVATIONS
- A4 LEVEL 1 PLAN
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1 SITING

The proposed building is a three story addition to Scotia Square. The addition will expand the Scotia Square complex eastward along the west side of Barrington Street between Barrington Tower and the Delta Halifax Hotel.



Original Scotia Square Development



Aerial photograph of the Scotia Square complex indicating expansion site, 2010

1.1 Existing Conditions

The site of the expansion is a plaza created by the current building setback of 10 to 16 m from the property line. The plaza contains raised concrete planters, bus shelter, building service doors and mechanical louvres venting at street level. An exterior concrete stair provides access to the retail mall entrance approximately 4.5 m above grade.



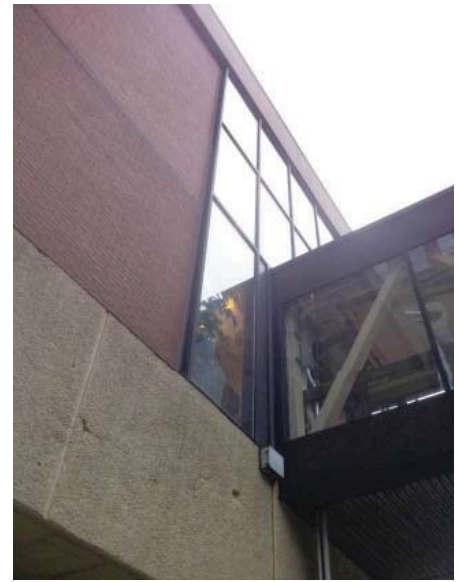
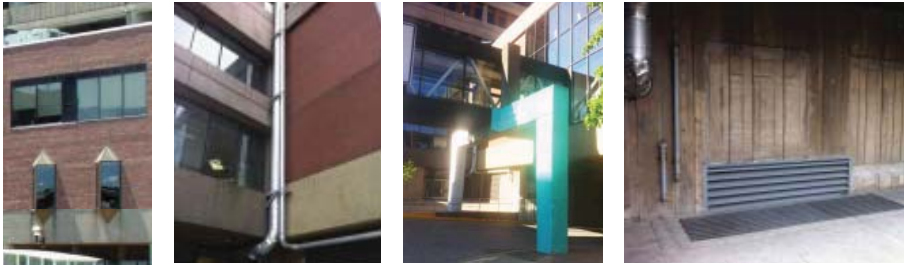
Overall view of the site looking South on Barrington Street



View of the exterior concrete stair

1.2 Existing Materiality

The existing building materials include textured pre-cast concrete panels and textured cast in place concrete at street level with brick masonry on the upper two levels. Glazing is limited to the Scotia Square entrance located at the top of the exterior concrete stair, small protruding glass bays located on the second floor level and repetitive punched window openings on the upper floor.



Exterior photos of existing pedway connection

1.3 Existing Pedestrian Use

Pedestrian activities in this location are largely associated with public transit, as bus parking is located along the length of Barrington Street fronting the site. The exterior stairs provide limited and unprotected access to Scotia Square. Entry to the complex from street level predominantly occurs further South at the corner of Duke and Barrington streets where covered access exists. Pedestrian access also occurs via the pedestrian bridge over Barrington Street from entrances at Barrington Place Shops, from Cogswell Tower, Duke Tower, Delta Halifax and from the Cogswell Street Pedway from Brunswick Place.

1.4 Synopsis

The existing configuration of the site fails to address HRM Design Guidelines. There is no street level access, no transparency or visual connectivity to interior activities and no pedestrian oriented commercial programming. With poor lighting and visual obstructions from the street (i.e. plantings and the exterior concrete stair), the site does not provide adequate pedestrian safety. There is poor street level connectivity along Barrington from the Delta Halifax to downtown. With future plans to redevelop the Cogswell Interchange, this site will become increasingly important as a gateway to downtown from the north end.

2 DESIGN RATIONALE

The proposed addition to Scotia Square will provide an important visual landmark at the entry to downtown. The pedestrian oriented functional programs at both the Barrington level and second level restaurants will invite and enhance pedestrian activity with an open, active facade; providing multiple entries including street level access to the rest of Scotia Square. The street friendly building will encourage pedestrian movement from the Delta Halifax further into the downtown, helping to address the existing disconnect between Scotia Square and the downtown.

2.1 Form

The proposed building seeks to calm and rationalize a series of complex existing conditions while maximizing lot coverage and bringing activity to the street. A clean, sophisticated and transparent glass envelope presents a street friendly face to Barrington Street - a place 'to see and be seen'. The building volume is established by two axes: one parallel to the historic downtown grid and one which responds to the westward bend of Barrington Street at the north end of the building, easing the transition from the Cogswell interchange into Downtown (fig. 1). Diverging planes of the street level and upper building volumes define the upper levels as a floating mass, creating a soffit flowing into the main building entry. The street level is characterized by articulated mullion expression and the use of stone walls that penetrate the building envelope at the main entry. The upper volume is wrapped in mullionless glazing (SSG), with opaque spandrel glazing registering floor and ceiling data (see fig 2). Conceived as a new face for Scotia Square, the new building will envelop existing mechanical exhausts and intakes, as well as define the loading bay entry - separate from the pedestrian zone. New and existing mechanical services are routed internally to roof-top units, concealed by natural roof top landscaping (fig. 3).

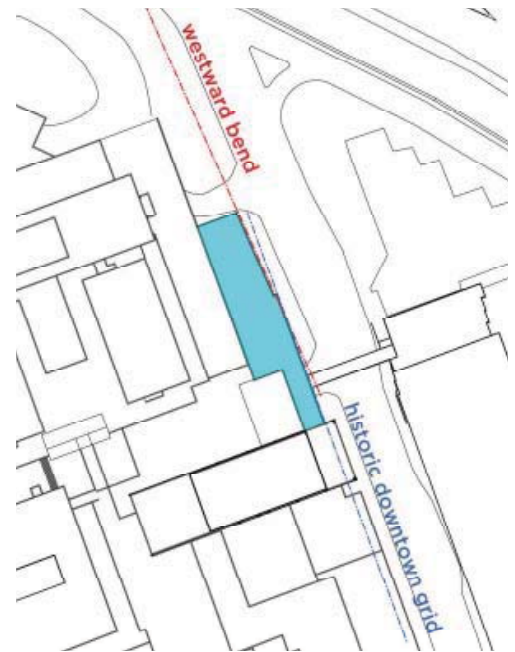


Figure 1

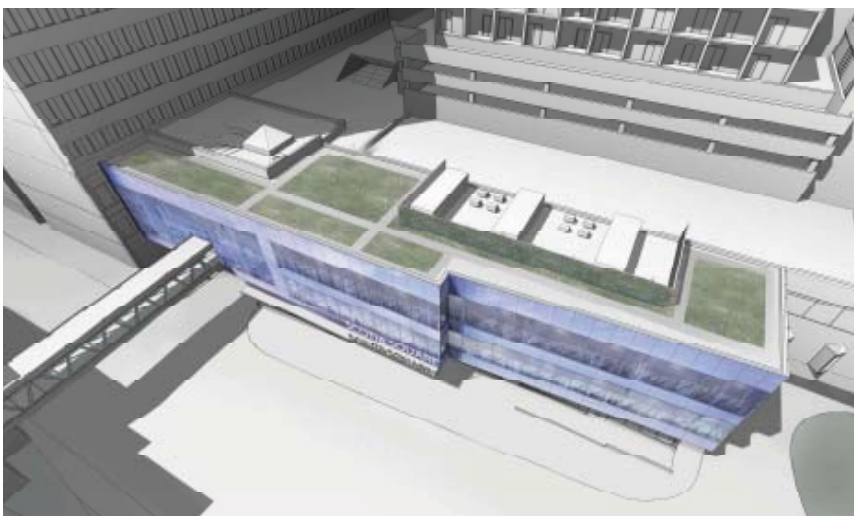


Figure 3

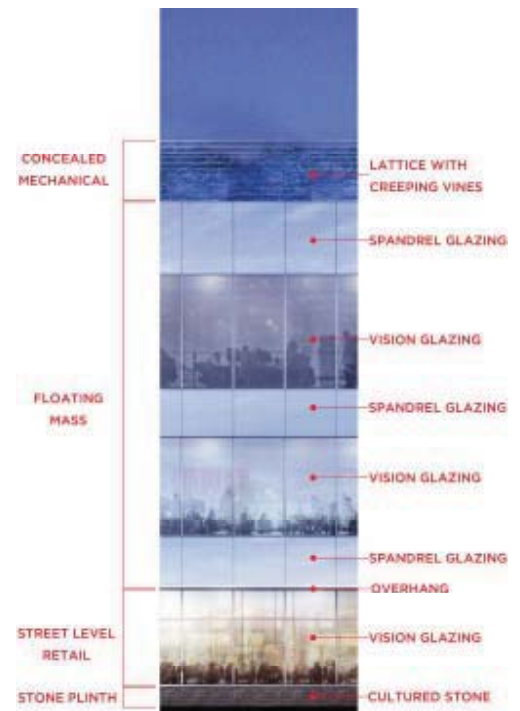


Figure 2

2.2 Pedestrian Interaction

The introduction of street level retail tenants and internal vertical circulation will greatly improve pedestrian movement and activity at Scotia Square's Barrington entrance. The visual connectivity created by large expanses of clear glazing, improved lighting, and visibility will enhance pedestrian safety. The glass facade will serve as a layer to support for prominent backlit tenant signage for all three levels of the building. A lightweight aluminum canopy marks the entry to the building as well as supporting large-scale, backlit 'Scotia Square' signage lettering. The soffit created by the angled overhang will contain recessed LED downlights to improve visibility at the entrance and highlight architectural elements. The main entry vestibule will be articulated as a clean glass box anchored between natural stone walls. The stone walls support the building name and street address signage, identified with pin-mount lettering and metal inlay. The stone walls also direct circulation into the building, leading visitors to ground floor retail tenants, as well as the main stair, escalators and elevator to the Centre Court Atrium above.

2.4 Visual Connectivity

In addition to the high level of visual connectivity created at the street level, the new glass envelope of Scotia Square will connect building occupants in the expanded atrium and upper tenant spaces with the city, offering stunning views of the city and harbour. With full height glazing, natural light will penetrate all interior spaces, reducing the need for artificial light during office hours. At night, the light and activity in the retail and public spaces will activate the façade, contributing a strong visual presence to the streetscape.

2.3 Gross Floor Area of Expansion

Barrington Level (41.17 MASL):	670 m ²
Lower Mall Level (45.64 MASL):	890 m ²
Upper Mall Level (50.37 MASL):	650 m ²
Total Gross Area:	2210 m²

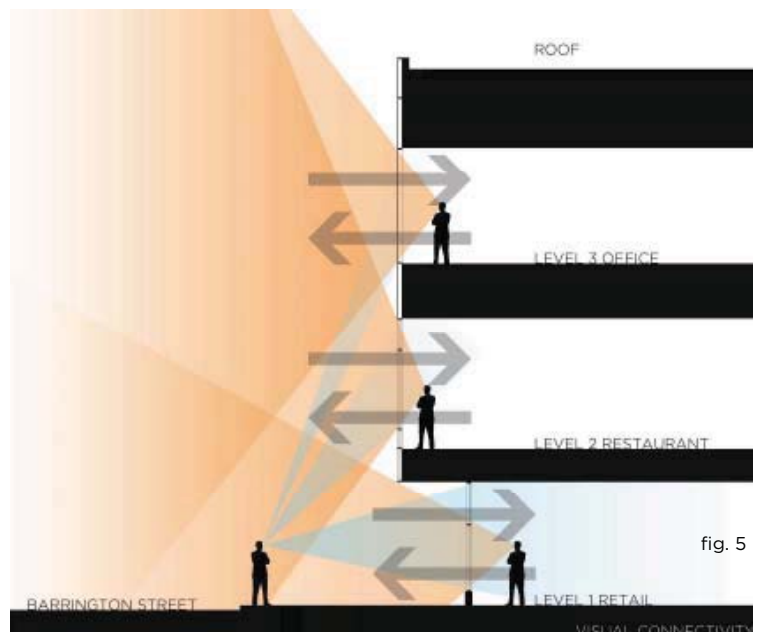
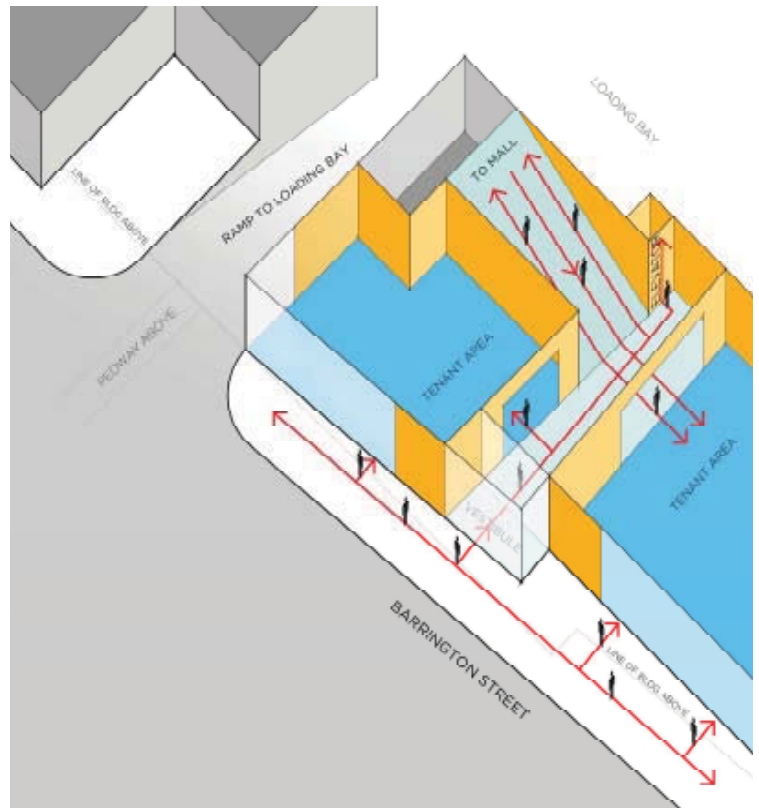


fig. 5

3 DOWNTOWN HALIFAX LAND USE BY-LAW - Relevant Criteria

6 Interpretation The property is situated within Downtown Halifax Zone (DH-1), per [Map 1](#); within the Cogswell Precinct, per [Map 2](#).

The property has a Maximum Pre-Bonus Height of 49 m as per [Map 4](#).

The property has a Streetwall Setback of 0-1.5 m as per [Map 6](#).

The property has a Maximum Streetwall Height of 18.5 m as per [Map 7](#).

The property is situated adjacent to a Prominent Visual Terminus Site as per [Map 9](#).

7 Land Use (2) The property is situated just beyond the end of a pedestrian oriented commercial street, per [Map 3](#). Eating establishments are permitted at the ground level where the building abuts a Pedestrian-Oriented Commercial Street. Although the site does not fall within a Pedestrian-Oriented Commercial Street as per [Map 3](#), the project proposes to extend this type of program further North up Barrington Street.

8 Built Form (12) The proposed building fronts Barrington Street.
(13) The floor to floor height at grade is 4.42 m; connecting to an existing floor level condition.
(18) The proposed building is within 20 m height limit. Please see Schedule S-2 of this report for a qualitative wind analysis report.

9 Streetwall (1) The proposed building does not fully comply with setback limits; a variance is requested. Refer to item 3.1.2(a) below.

(2) The building falls within the 18.5 metre Maximum Streetwall Height.

(3) The building is over the 11 metre Minimum Streetwall Height.

14 Parking (15) As per Section 14(15), for retail/restaurant, one bike parking space per 300m² GFA is required. With 20% Class A and 80% Class B. Based on the size of the proposed building addition, eight bike parking spaces are needed with a rationalized A:B ratio of 2:6. The proposed building will provide two (2) Class A bike parking spaces at Barrington Tower Lobby and six (6) Class B bike parking spaces to the south of the entrance in a sheltered outdoor area.

Encroachment: Permission for encroachment on to HRM property is requested. The canopy for the proposed building encroaches upon the Barrington Street property line, see illustration on page 4 of Appendix A. The total area of encroachment is 15.6 m², with a minimum clearance of 3.5 m.

Variance: Variance to HRM by Design is requested. The proposed building is set back more than the maximum 1.5 m from the Barrington Street property line. Refer to item 3.1.2(a) below for more detail.

4 SCHEDULE S-1 DESIGN MANUAL - Relevant Criteria

2.8 Precinct 8: Cogswell Area

- 2.8(a) *“...re-establish streets, blocks and open spaces that are an extension and reinforcement of the historic downtown grid and that provide connectivity between the north end and downtown.”*

This project intends to extend the Pedestrian-Oriented Commercial nature of Barrington Street farther North with the introduction of a street level mall entrance and street level restaurant and retail tenants.

- 2.8(b) *“Encourage the historic downtown grid to be reinstated as redevelopment occurs.”*

The establishment of street level pedestrian oriented programming along the historic downtown grid anticipates the redevelopment of the Interchange.

- 2.8(d) *“Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.”*

The building provides coverage with building overhangs and a large canopy, encouraging pedestrian interaction at grade.

- 2.8(e) *“Define the area with Modern landmark buildings.”*

The new building will no doubt become a landmark building - changing the face of Scotia Square and the Downtown.

- 2.8(f) *“Redevelop larger existing sites such as Scotia Square and Purdy’s Wharf with Street oriented infill.”*

This project is an infill development of an unsightly part of the Scotia Square street front. The design, scale and use of the expansion will dramatically improve the relationship between Scotia Square and Barrington Street.

- 2.8(i) *“Enhance important vistas and focal points such as the view of the water.”*

The new building, with floor to ceiling glazing will provide stunning views of the Harbour and dramatic framed views of the city.

- 2.8(j) *“Ensure that there are pedestrian oriented street level uses...”*

The new building features pedestrian-oriented programs and circulation.

3.1 The Streetwall

- 3.1.1(b) *“High levels of transparency...”*

The street level is characterized by clear-glazed visibility and entry in to Scotia Square and abutting retail tenant spaces.

- 3.1.1(c) *“Frequent entries.”*

The curtain wall system allows for entries along the length of the building; the current design serves mall entry, street level tenant entries, as well as entry to Scotia Square’s shipping and receiving area.

3.1.1(d) *“Protection of pedestrians from the elements with awnings and canopies is required along the pedestrian-oriented commercial frontages shown on Map 3, and is encouraged elsewhere throughout the downtown.”*

The building provides pedestrian protection from the elements by way of an overhang and by a large entry canopy.

3.1.2(a) *“Minimal to no Setback”*

A setback variance is requested. The proposed setback increases linearly from south to north: ground floor varies from 1.70 m to 3.96 m; upper floor varies from 0.11 m to 1.70 m. The requested setback variance compliments the site, creates a visually interesting architectural expression for the angled site, and offers important shelter for pedestrians. The proposed setback is a dramatic improvement over the existing setback condition: currently 9.58 m to 15.85 m from the Barrington Street property line.

3.1.3 *“Streetwall Height”*

The proposed building falls within the 18.5 metre maximum streetwall height prescribed by the land use by-law. The proposed streetwall rises to 15.2 m.

3.2 Pedestrian Streetscapes

3.2.1(a) *“The streetwall should contribute to the ‘finegrained’ character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.”*

The glazed curtain wall at street level is articulated by vertical mullions.

3.2.1(b) *“The street wall should generally be built to occupy 100% of a property’s frontage along streets.”*

The proposed building provides a streetwall over its full length, with minimal setbacks on the ground floor to provide shelter for pedestrian and vehicle entry.

3.2.1(e) *“Streetwalls should be designed to have the highest quality material and detail.”*

The proposed building meets the street with an articulated glass façade atop a plinth of stone.

3.2.1(f) *“Streetwalls should have many windows and doors to provide ‘eyes on the street’ and a sense of animation and engagement.”*

The building envelope is a highly transparent glazed curtainwall (see Figure 5, of this report).

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.”*

The existing building has mechanical ventilation louvers venting on street level as well as some piping running along the building face (see existing conditions photos). The proposed building will incorporate these existing mechanical elements within the building and carry them up to the new roof.

- 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.”*
The proposed building comes to the sidewalk with multiple points of entry. The entry into the Scotia Square mall is announced through the formal articulation of stone walls and a canopy with prominent signage.
- 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.”*
Weather protection is provided by an overhang and canopy.
- 3.2.3(d) *“Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.”*
The building meets the sidewalk with two retail tenants and the main building entrance with access to the rest of Scotia Square.
- 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.”*
All retail entrances are at grade.
- 3.2.5(a) *“Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.”*
The Barrington Street floor level has been set to closely match that of the existing sidewalk grade. A small retaining wall allows for a slight step down only at the Northern most corner of the building, where there is no entry (see Barrington level plan drawing). Tenant spaces are intended to be active, street oriented programs such as retail or restaurant.
- 3.2.5(c) *“Provide windows, doors and other design articulation along facades; blank walls are not permitted.”*
The glazed façade and entry doors provide visual connection to the sidewalk.
- 3.2.5(d) *“.....façade to express internal floor or ceiling lines; blank walls are not permitted.”*
Ceiling and floor lines are registered by changes in glazing type: spandrel glass conceals ceiling and floor structures.
- 3.2.6 *“Elevated Pedestrian Walkways”*
The proposed building maintains the existing pedway. The pedway is an important artery connecting the East and West sides of Barrington Street, and the preferred route of many of the occupants of nearby office towers.

3.3 Building Design

- 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... Middle...Top...”*
See Section 2.1 of this report.

- 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.”*
The glass façade fully wraps the north corner.
- 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”.*
Glazed curtainwall systems provide a lasting, clean, beautiful aesthetic with extremely low maintenance. Modern glazed systems have relatively high energy performance. They also reduce the need for artificial lighting, through day lighting.
- 3.3.2(b) *“Too varied a range of building materials is discouraged in favour of achieving a unified building image.”*
The proposed building is designed as a continuous glazed curtain wall. Varying transparencies and color articulate the façade and give the building depth.
- 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.”*
Finishes wrap and cover both visible building elevations.
- 3.3.2(d) *“Changes in material should generally not occur at building corners.”*
See item 3.3.2(c).
- 3.3.2(e) *“Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.”*
Glass is the predominant material, with stone wall elements at street level.
- 3.3.2(f) *“In general, the appearance of building materials should be true to their nature and should not mimic other materials”.*
All materials are a true representation of their nature.
- 3.3.3(a) *“Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.”*
See report Section 2 for details on building form, pedestrian interaction, and visual connectivity.
- 3.3.3(b) *“Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.”*
All entrances are protected either by the overhanging building or the canopy.
- 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.”*
The upper two floors are formally separated from the ground zone by overhanging and by diverging planes. The upper and lower volumes are connected by shared materiality and by aligned vertical curtain grids (See Section 2 of this report).

- 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 preeminently visible. The incorporation of living “green roofs” is strongly encouraged”.*
The roof of the new building features living green areas, light colored pavers and light colored roofing membrane. Mechanical equipment is concealed by a horizontal aluminum lattice with creeping vines. (See report Section 2).
- 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.”*
See item 3.3.4(c).
- 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.”*
See item 3.3.4(c).
- 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.”*
The back side of the building parapet is clad in metal panel with no exposed fasteners.

3.5 Parking, Services, and Utilities

- 3.5.1(a) *“Locate parking underground or internal to the building (preferred), or to the rear of buildings.”*
Parking is accommodated by existing facilities within the Scotia Square development.
- 3.5.1(b) *“Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.”*
Existing vehicular access is maintained. A new, high speed overhead door will conceal the existing loading bay access.
- 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.”*
Loading, storage, utilities etc. are all accommodated by existing facilities within the Scotia Square development. Vehicular access runs underneath the existing pedway. The new building steps up over the entry to the loading area, further concealing the entry by pushing closer to the street and with a new high speed overhead door.

- 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.”*
See item 3.5.1(c).
- 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.”*
See item 3.3.4(c).
- 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.”*
See item 3.3.4(c).

3.5.4 Lighting

- 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.”*
Down-lighting is provided in soffits of protected areas to illuminate the building perimeter. Other building signage will be externally mounted, illuminated channel lettering. The interior lighting of the building will characterize the facade, adding interest and activity to the street.

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.”*
The main building signage will be displayed in large backlit individual letters mounted above the entry canopy. Pedestrian scale building signage, in bronze or stainless steel, will be mounted on the stone wall adjacent to the entry. The building street address will be mounted on the glass vestibule.

Tenant signage will be externally mounted at the North corner of the building - place holders are illustrated on renderings in Appendix A. Application and approval for specific tenant signage will be sought at a later date, once tenants are confirmed.
- 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.”*
See item 3.5.5(a).
- 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.”*
All signage will be of high quality.

5.2 Sustainability Guidelines

- 5.2.1(f) *“Use light-coloured roofing materials with high reflectance.”*
Light, reflective pavers and light colored roofing membrane will be used between patches of living green roof (See drawing package).
- 5.2.1(i) *“Design exterior lighting to be shielded or full cutoff as required. Exterior lighting shall fall within the property.”*
Down lighting is used in soffits.
- 5.2.2(a) *“Provide bicycle storage and convenient changing facilities for 5% of building occupants.”*
Bicycle storage and changing facilities are located with the Scotia Square Complex.
- 5.2.2(b) *“Provide transit and pedestrian-friendly physical links to mass transit infrastructure. Bus stops or ferry terminals must within 500 metres of the site.”*
The Scotia Square development is one of the most transit friendly sites in the HRM. Major bus routes, servicing urban and suburban users, currently exist on the site. The building is within walking distance to the ferry terminal.
- 5.2.2(c) *“Provide carpool parking for 10% of occupants and provide preferred parking for low consumption automobiles.”*
Carpool and preferred parking is currently provided within Scotia Square.
- 5.2.3(a) *“Eliminate potable water for landscape irrigation.”*
The landscaped roof does not require irrigation.
- 5.2.7(b) *“.....designed to provide daylighting to all full-time occupied spaces.”*
Full height glazing allows for daylighting to penetrate into tenant spaces.
- 5.2.7(h) *“Provide views to the outdoors to as many occupants as possible.”*
Full height glazing provides tenants with expansive exterior views.
- 5.2.8(e) *“Design buildings with durability in mind.”*
Glazed curtain wall systems are extremely durable, maintaining functional and aesthetic qualities over time with relatively low required maintenance.
- 5.2.9(a) *“.....use natural ventilation and passive energy design where possible.”*
The use of curtainwall glazing reduces the energy need for artificial lighting. The use of argon filled glass helps to reduce heat gain.
- 5.2.9(f) *“Develop lighting controls that manage energy consumption. These may include task lighting, daylighting, and energy efficient artificial lighting.”*
See item 5.2.9(a).
- 5.2.10(c) *“Develop exterior and interior shading devices that minimize heat gain and control daylighting.”*
See item 5.2.9(a).

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Section	Guideline	Complies	Discussion	N/A
2	Downtown Precinct Guide lines			
2.8	Precinct 8: Cogswell Area			
2.8a	Remove the interchange infrastructure and re-establish streets, blocks, and open spaces that are an extension and reinforcement of the historic downtown grid and that provide connectivity between the north end and downtown;			•
2.8b	Encourage the historic downtown grid to be reinstated as redevelopment occurs;			•
2.8c	Allow high-rise, mixed-use development comprised of relatively large podiums with point towers so as to maintain views of the water;			•
2.8d	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings;		•	
2.8e	Define the area with modern landmark buildings;			•
2.8f	Redevelop larger existing sites such as Scotia Square and Purdy's Wharf with street-oriented Infill;	•		
2.8g	Provide for public access and open space on the waterfront lands which shall include continuous public access at the water's edge and green space at the terminus of each east-west street extension (i.e. Cogswell);			•
2.8h	Require that development step down to the water's edge and to the existing low-rise neighbourhoods to the north;			•
2.8i	Enhance important vistas and focal points such as the view of the water;			•
2.8j	Ensure that there are pedestrian-oriented street level uses, particularly at water's edge and fronting open spaces;		•	
2.8k	Encourage intensification of underdeveloped existing sites such as the Trademart building and the police station;	•		

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Section	Guideline	Complies	Discussion	N/A
2.8l	Consider this precinct as being an important location for new transit and parking facilities;			•
2.8m	Permit surface parking lots only when they are an accessory use and are in compliance with the Land Use By-Law and design guidelines;			•
2.8n	Architectural and open space design shall respond to the significant grade changes in this area. Refer to Section 3.2.5 of the Design Manual for further guidance.	•		
3	General Design Guidelines			
3.1	The Streetwall			
3.1.1	Pedestrian-Oriented Commercial On certain downtown streets pedestrian-oriented commercial uses are required to ensure a critical mass of activities that engage and animate the sidewalk. These streets will be defined by streetwalls with continuous retail uses and are shown on Map 3 of the Land Use By-law. Pedestrian-oriented commercial uses are encouraged but not required on all remaining street frontages. These areas include streetwalls with an inconsistent retail environment due to a variety of at-grade uses or different building typologies such as house forms.		•	
3.1.2	Streetwall Setback (<i>refer to Map 6</i>)			
3.1.2a	Minimal to no Setback (0-1.5 metres): 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.		•	
3.1.3	Streetwall Height (<i>refer to Map 7</i>)	•		
	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 15.5 metres, 17 metres or 18.5 metres. Consistent with	•		

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Section	Guideline	Complies	Discussion	N/A
	the principle of creating strong edges to major public open spaces, a streetwall height of 21.5 metres is permitted around the perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.			
3.2	Pedestrian Streetscapes			
3.2.1	Design of the Streetwall			
3.2.1a	The streetwall should contribute to the ‘fine grained’ character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.		•	
3.2.1b	The streetwall should generally be built to occupy 100% of a property’s frontage along streets.	•		
3.2.1c	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey setbacks.	•		
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.			•
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.		•	
3.2.1f	Streetwalls should have many windows and doors to provide ‘eyes on the street’ and a sense of animation and engagement.		•	
3.2.1g	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.		•	
3.2.2	Building Orientation and Placement			
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	•		
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such	•		

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Section	Guideline	Complies	Discussion	N/A
	treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.			
3.2.2c	Sidyard 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			
3.2.3a	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.		•	
3.2.3b	Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.		•	
3.2.3c	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.		•	
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	•		
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	•		
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.		•	
3.2.3g	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.			•
3.2.4	Residential Uses (<i>not applicable</i>)			
3.2.5	Sloping Conditions			
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant	•		

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Section	Guideline	Complies	Discussion	N/A
	from grade.			
3.2.5b	Provide a high quality architectural expression along façades. Consider additional detailing, ornamentation or public art to enhance the experience.	•		
3.2.5c	Provide windows, doors and other design articulation along façades; blank walls are not permitted.	•		
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	•		
3.2.5e	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.	•		
3.2.5f	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.		•	
3.2.5g	Flexibility in streetwall heights is required in order to transition from façades at a lower elevation to façades at higher elevations on the intersecting streets. Vertical corner elements (corner towers) can facilitate such transitions, as can offset or "broken" cornice lines at the top of streetwalls on sloping streets.	•		
3.2.6	Elevated Pedestrian Walkways (<i>not applicable; existing pedway unchanged</i>)			
3.2.7	Other Uses (<i>not applicable</i>)			
3.3	Building Design			
3.3.1	Building Articulation			
3.3.1a	<p>To encourage continuity in the streetscape and to ensure vertical 'breaks' in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.:</p> <ul style="list-style-type: none"> • 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. 	•		

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Section	Guideline	Complies	Discussion	N/A
	<ul style="list-style-type: none"> Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline. 			
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	•		
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.		•	
3.3.1d	Street facing façades should have the highest design quality, however, all publicly viewed façades at the side and rear should have a consistent design expression.		•	
3.3.2	Materials			
3.3.2a	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	•		
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	•		
3.3.2c	Materials used for the front façade should be carried around the building where any façades are exposed to public view at the side or rear.	•		
3.3.2d	Changes in material should generally not occur at building corners.	•		
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	•		
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	•		
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	•		
3.3.2h	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing	•		

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Section	Guideline	Complies	Discussion	N/A
	exposed fasteners are prohibited.			
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	•		
3.3.2j	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.	•		
3.3.3	Entrances			
3.3.3a	Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.	•		
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.		•	
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.		•	
3.3.4	Roof Line and Roofscapes			
3.3.4a	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.			•
3.3.4b	The expression of the building 'top' (see previous) and roof, while clearly distinguished from the building 'middle', should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.			•
3.3.4c	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living "green roofs" is strongly encouraged.	•		
3.3.4d	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building 'top'. Mechanical rooms and elevator and stairway head-	•		

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Section	Guideline	Complies	Discussion	N/A
	houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.			
3.3.4e	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility.	•		
3.3.4f	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.	•		
3.4	Civic Character <i>(not applicable)</i>			
3.5	Parking Services and Utilities			
3.5.1	Vehicular Access, Circulation, Loading and Utilities			
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.			•
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.			•
3.5.1c	Locate loading, storage, utilities, areas for delivery and trash pick up out of view from public streets and spaces, and residential uses.			•
3.5.1d	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well designed doors and entries.			•
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	•		
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	•		

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Section	Guideline	Complies	Discussion	N/A
3.5.2	Parking Structures <i>(not applicable)</i>			
3.5.3	Surface Parking <i>(not applicable)</i>			
3.5.4	Lighting			
3.5.4a	Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.	•		
3.5.4b	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	•		
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.			•
3.5.4d	Encourage subtle night-lighting of retail display windows.	•		
3.5.4e	Ensure there is no 'light trespass' onto adjacent residential areas by the use of shielded "full cutoff" fixtures.			•
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	•		
3.5.5	Signs <i>(to be reviewed by Development Officer pursuant to LUB section 5(11)e)</i>			
3.6	Site Plan Variance			
3.6.1	Streetwall Setback Variance			
3.6.1a	the streetwall setback is consistent with the objectives and guidelines of the Design Manual;	•		
3.6.1b	on an existing building, where an addition is to be constructed, the existing structural elements of the building or other similar features are prohibitive in achieving the streetwall setback requirement; or		•	
3.6.1c	the streetwall setback of abutting buildings is such that the streetwall setback would be inconsistent with the character of the street.		•	

ATTACHMENT D

Qualitative Wind Impact Assessment

Mr. Richard Harvey, MCIP, LPP
Senior Planner
Halifax Regional Municipality
PO Box 1749
Halifax, Nova Scotia, Canada
B3J 3A5

Dear Mr. Harvey,

RE: Scotia Square - Barrington Expansion

We offer our qualitative wind impact assessment of the above mentioned project.

The design fits within the setback height requirements as per the Downtown Halifax Land Use By-Law. The proposed addition expands the existing complex eastward to meet the sidewalk with a glazed Streetwall façade rising to approximately 14.9 m. The height of the proposed expansion matches the local height of the existing Barrington façade, resulting in a uniform Streetwall height along the length of the building. The building recesses slightly at street level providing covered entrances to street level tenants. The proposed building also provides an enclosed stair, escalators and an elevator allowing access to the rest of the Scotia Square complex.

The building is situated adjacent to several office towers, the closest being Barrington Tower, all of which contribute to downwashing winds on Barrington Street. In our opinion, the relatively low height of the proposed building will have a negligible effect on existing wind conditions at street level and pedestrian experience. On the contrary, we anticipate the shelter provided along all entrances and the introduction of interior vertical circulation will improve pedestrian comfort and circulation. Further, the placement of the building will help foil swirling winds in the existing plaza area.

We conclude that the proposed building will generally improve conditions for pedestrians beyond that which currently exists.

Regards,

DSRA Architecture Inc.
Original Signed

Peter Connell *PEng NSAA RAIC LEED AP*
Managing Director

ATTACHMENT E - RENDERINGS

