



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

Item No. 6.1.1 (ii)
Design Review Committee
November 10, 2016
December 1, 2016

TO: Chair and Members of Design Review Committee

SUBMITTED BY: Original Signed By
Bob Bjerke, Chief Planner and Director of Planning and Development

DATE: October 20, 2016

SUBJECT: **Case 20660: Substantive Site Plan Approval – 5185-5189 South Street,
Halifax**

ORIGIN

Application by Paul Skerry Architects Limited

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 mixed-use building at 5185-5189 South Street, Halifax, as shown in Attachment A; and
2. Accept the findings of the qualitative Wind Impact Assessment, as contained in Attachment C.

BACKGROUND

An application has been received from Paul Skerry Architects Limited for substantive site plan approval to enable the development of a 6-storey mixed-use building on the northeast corner of Barrington and South Streets, Halifax (Map 1, Attachment A). To allow the development, the Design Review Committee must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB).

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

Subject Site	5185-5189 South Street, Halifax
Location	northeast corner of South and Barrington Streets, Halifax
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Total Size	1,150.5 square metres (12,384 square feet)
Site Conditions	flat or gentle slope along street
Current Land Use(s)	existing 3-storey wood-framed residential building, consisting of 17 dwelling units and minor commercial use
Surrounding Land Use(s)	surrounded by a mixture of commercial and residential uses, including: <ul style="list-style-type: none">• Cornwallis Park, across South Street (south);• a 6-storey mixed-use building (under construction) adjacent to a 2 ½ storey heritage building, the Honourable William Annand House, that contains commercial uses and apartments to the north, along Hollis Street (northeast);• the Westin Hotel and Terminal Road office building, across Hollis Street (southeast); and• a 6-storey apartment building with ground floor commercial uses and a daycare, along Barrington Street (northwest).

Project Description

The proposed development involves the demolition of the existing building and the construction of a 5-storey building with a penthouse (a total of 6 storeys in height). The mixed-use development includes commercial uses on the ground floor, multi-unit residential on the upper storeys, and underground parking. Major elements of the project include:

- one storey of commercial use consisting of approximately 529.5 square metres (5,700 square feet) of commercial floor space at ground level with pedestrian access points along all streets and a separate residential lobby area;
- four storeys and a penthouse level of residential use containing 42 residential units;
- two underground parking levels containing 45 parking spaces;
- driveway access to underground parking is off South Street;
- landscaped areas, residential terraces, balconies and rooftop; and
- exterior cladding materials which include brick and architectural stone, glass, aluminum frames, composite panels, glass canopies and glass/composite balconies with metal railings.

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

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: Barrington Street South Precinct (Precinct No. 2). The site is not a registered heritage property.

- Building Height (Pre and Post-Bonus): The maximum permitted building height is 13.716 metres (45 feet). The property falls within an area of Precinct 2, where building height is measured between the commencement of the top of the storey of a building and the mean grade of the finished ground between the building and the fronting street (Attachments E and F).
- Streetwall Setback: Minimum setback of 4 metres from both South Street and Barrington Street. The portion of South Street that is in front of the site is identified as a "Pedestrian-oriented Street", which requires specific ground floor commercial uses such as restaurants and retail outlets that are oriented to promote pedestrian traffic.
- Streetwall Height: Maximum streetwall height of 21.5 metres along South Street and 18.5 metres along Barrington Street.

Site Plan Approval Process

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

Role of the Development Officer:

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

Role of the Design Review Committee:

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

The role of the DRC in this case is to:

1. Determine if the project is in keeping with the guidelines contained within the Design Manual; and
2. Provide advice to the Development Officer if the proposal is suitable in terms of the expected wind conditions on pedestrian comfort.

Notice and Appeal:

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

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.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment D. The table indicates Staff's analysis and 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, where additional explanation is

warranted, or where the Design Review Committee will need to give particular attention in their assessment of conformance to the Design Manual.

Staff have undertaken a detailed review of the proposal, and advise that the proposed development meets the provisions of the LUB and the Guidelines of the Design Manual, and no matters have been identified for further discussion within this report.

Wind Assessment

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

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

Conclusion

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

FINANCIAL IMPLICATIONS

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

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this report. The risks considered rate low. To reach this conclusion, consideration was given to hazard risks (wind impacts on pedestrian safety).

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the requirements of the Downtown Halifax LUB regarding substantive site plan approvals. The level of engagement was information sharing, achieved through the developer's website, public kiosks at HRM Customer Service Centres, and a Public Open House held on June 8, 2016.

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES

1. The Design Review Committee may choose to approve the application with conditions. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.
2. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal based on the specific guidelines of the Design Manual. An appeal of the Design Review Committee's decision can be made to Regional Council.

ATTACHMENTS

Map 1 Location and Zoning

Attachment A Site Plan Approval Plans

Attachment B Design Rationale

Attachment C Qualitative Wind Assessment

Attachment D Design Manual Checklist

Attachment E Excerpt from the Downtown Halifax LUB (Map 4 - Maximum Pre-Bonus Heights)

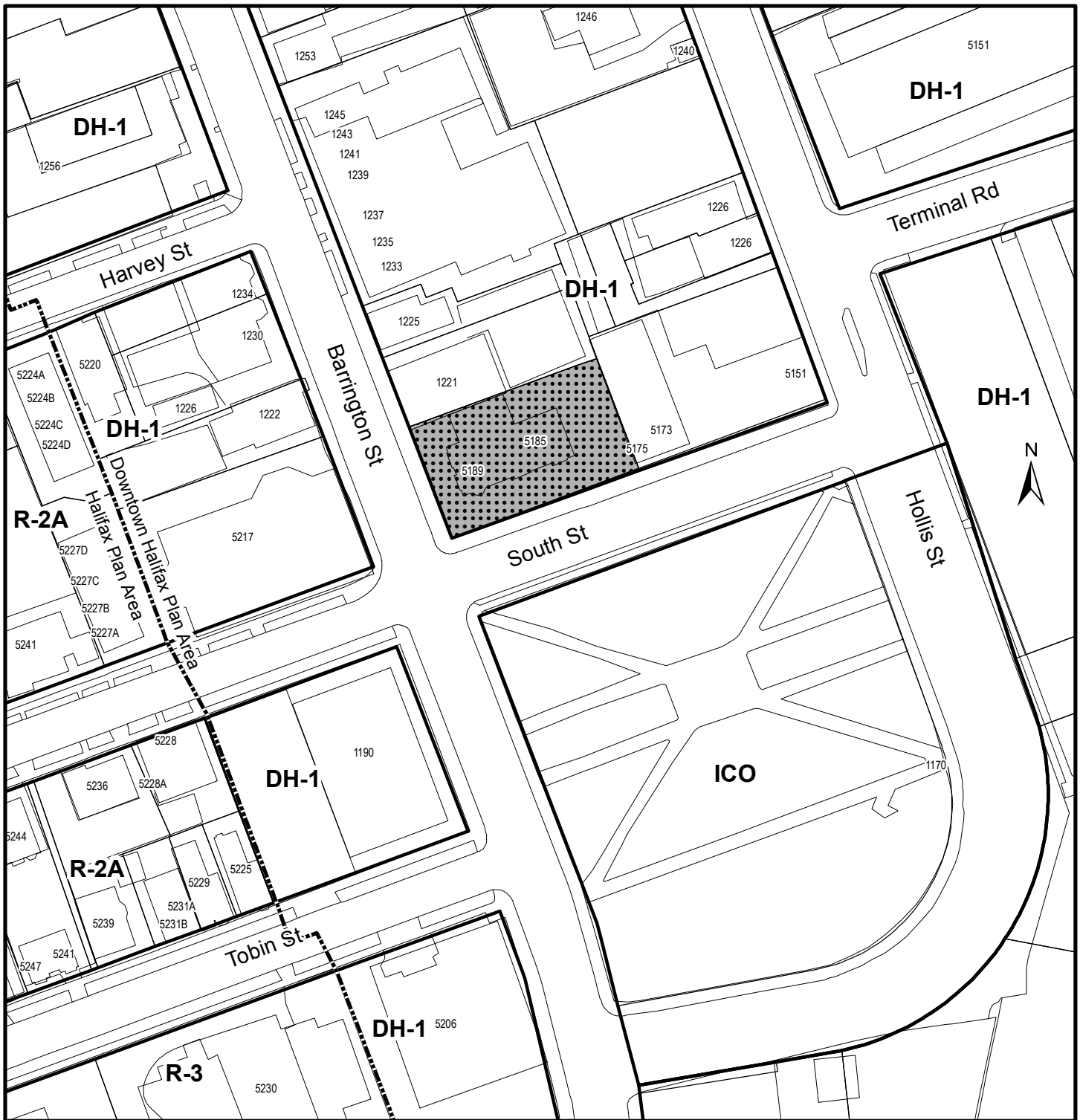
Attachment F Excerpt from the Downtown Halifax LUB (Map 5 - Maximum Post-Bonus Heights)

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

Report Prepared by: Dali Salih, Planner II, 902.490.1948

Report Approved by: Original signed by

Kelly Denty, Manager of Current Planning, 902.490.6100



Map 1 - Location and Zoning

5185-5189 South Street,
Halifax

HALIFAX



Subject Property

Zone

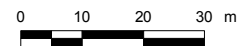
Downtown Halifax
Plan

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

Halifax Plan

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

Downtown Halifax Plan Area



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

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



NOTES:

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Proposed
Commercial/Residential
5185 & 5189 South
Street Halifax, NS
For:Principal
Development Ltd

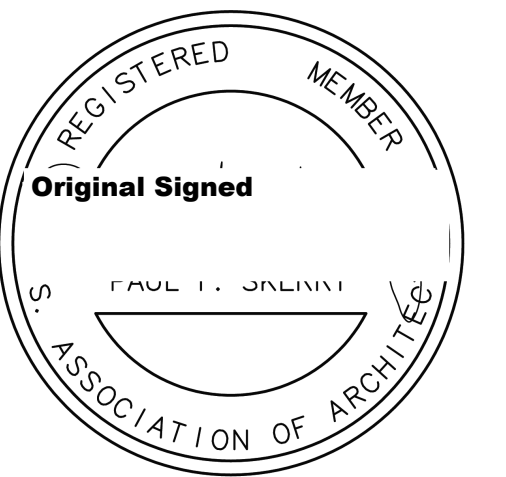
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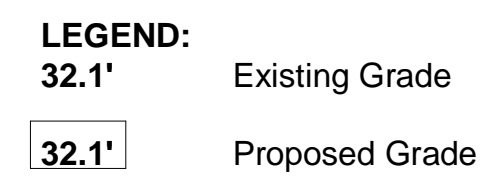
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Site Plan


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GRAPHIC SCALE

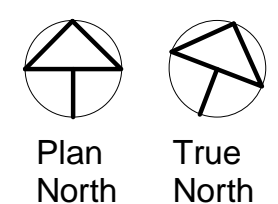
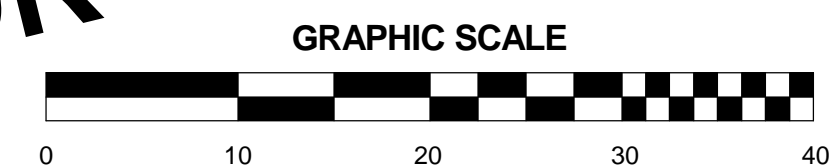



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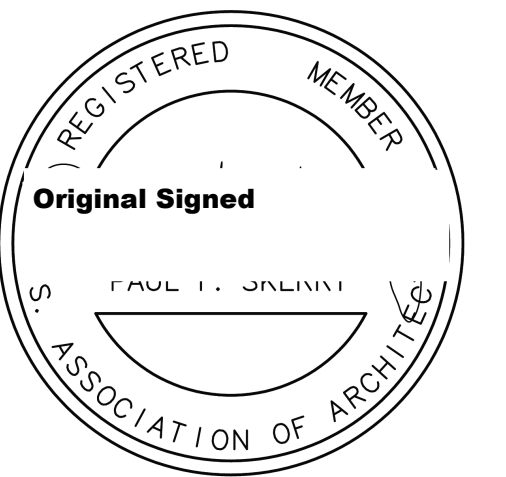
Plan North



True North

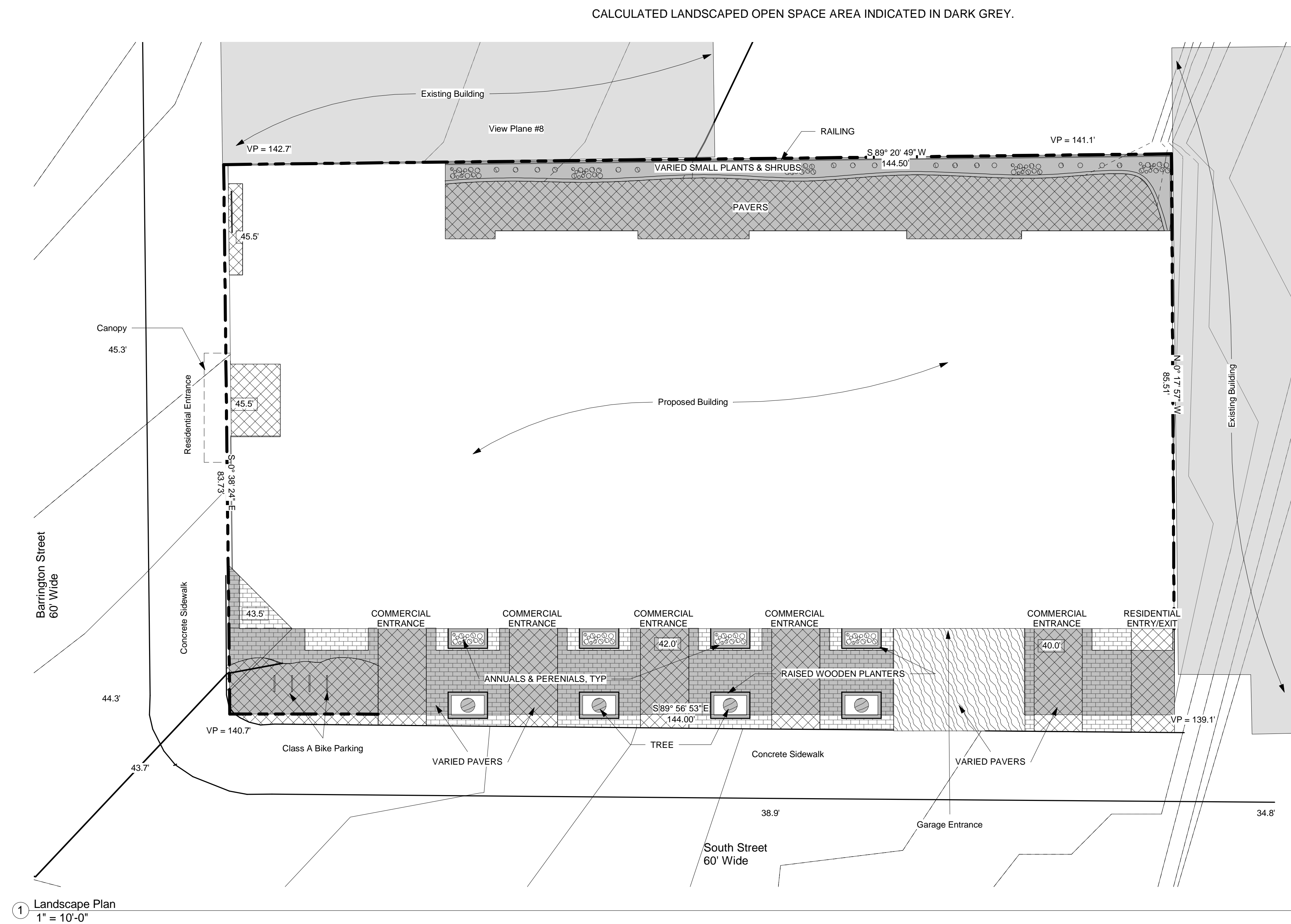


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Landscape Plan

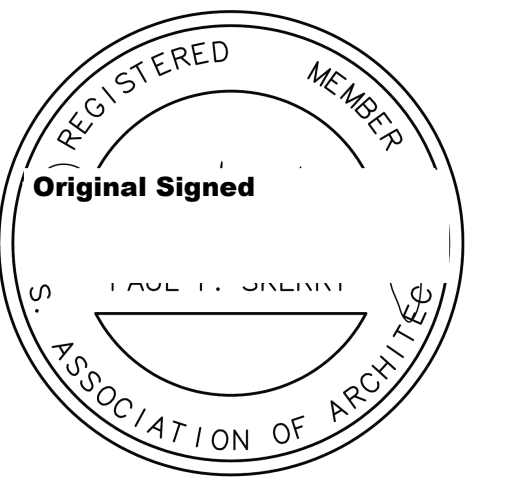
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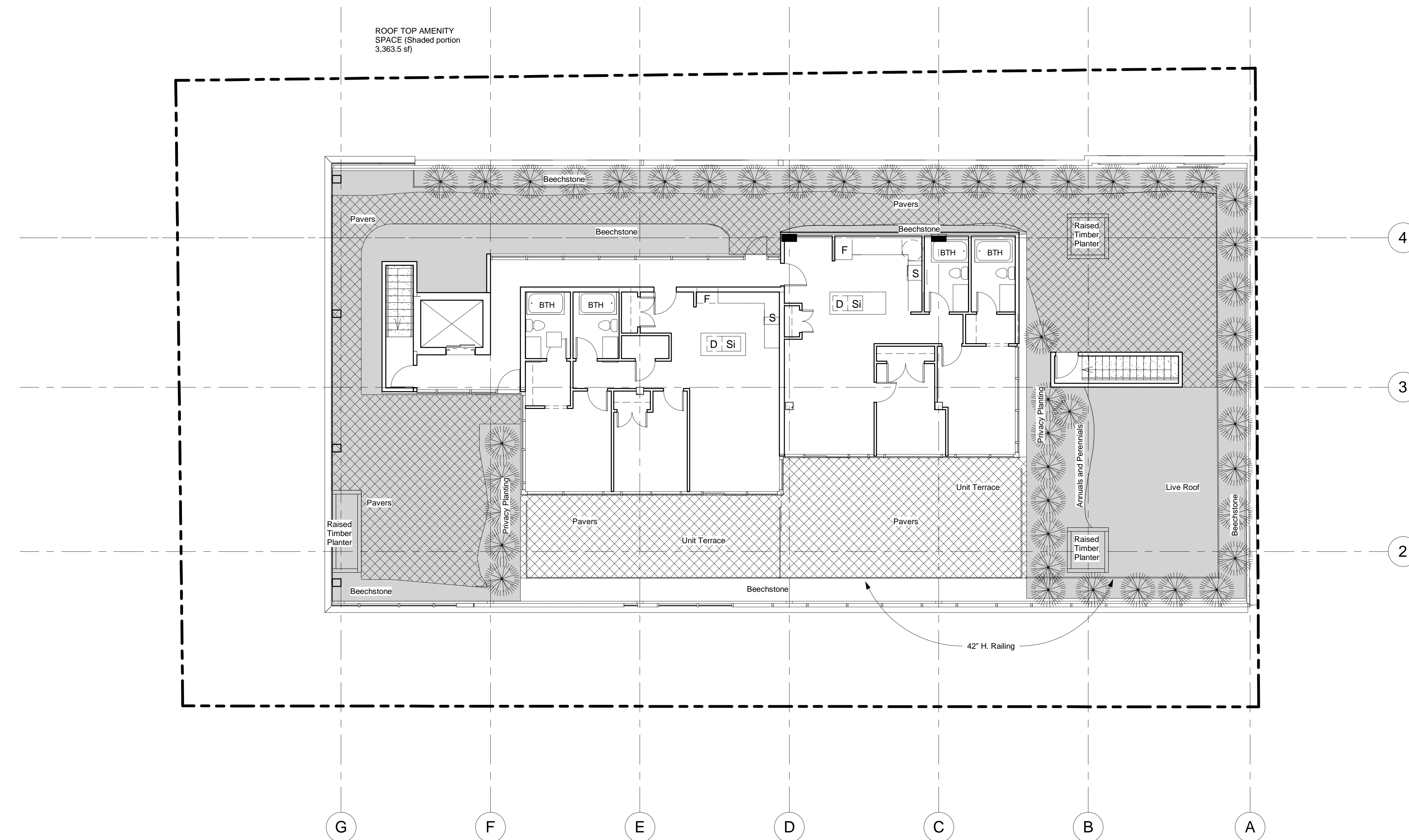
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Roof Top Landscape Plan

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1 Level 6 - Penthouse Landscape
1/8" = 1'-0"



NOTES:

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Proposed
Commercial/Residential
5185 & 5189 South
Street Halifax, NS
For:Principal
Development Ltd

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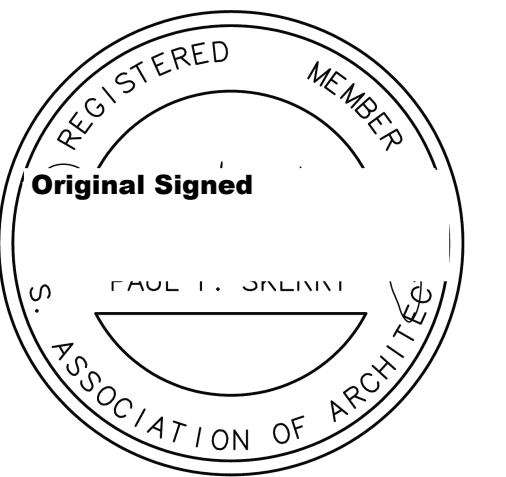
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-
- ARCHITECTURAL LIGHTING FEATURE
- 70' - 7" MAX STREETWALL HEIGHT
18.5 m Low Rise
- 45' - 0" MAX. HEIGHT TO COMMENCEMENT OF UPPER FLOOR
- AVG. GRADE 42.0'
- Grid Lines: H, G, F, E, D, C, B, A
- Levels and Elevations:
- T.O. Roof Slab: 112.6'
 - Level 6 - Penthouse: 102.9'
 - Penthouse Podium: 101.9'
 - Level 5: 86.3'
 - Level 4: 77.7'
 - Level 3: 69.0'
 - Level 2: 60.3'
 - Commercial Level 105: 40.5'
 - Lower Comm. Level: 39.5'
 - Podium: 38.5'
 - Parking Garage - Upper Level: 28.3'
 - Parking Garage - Lower Level: 19.3'
- Vertical Dimensions:
- 9'-8"
 - 1'-0"
 - 15'-7"
 - 8'-8"
 - 8'-8"
 - 8'-8"
 - 19'-10"
 - 1'-0"
 - 10'-3"
 - 9'-0"
- 1 South
1/8" = 1'-0"

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West Elevation

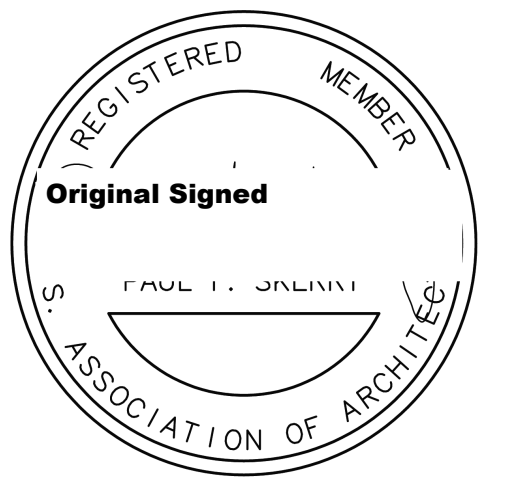
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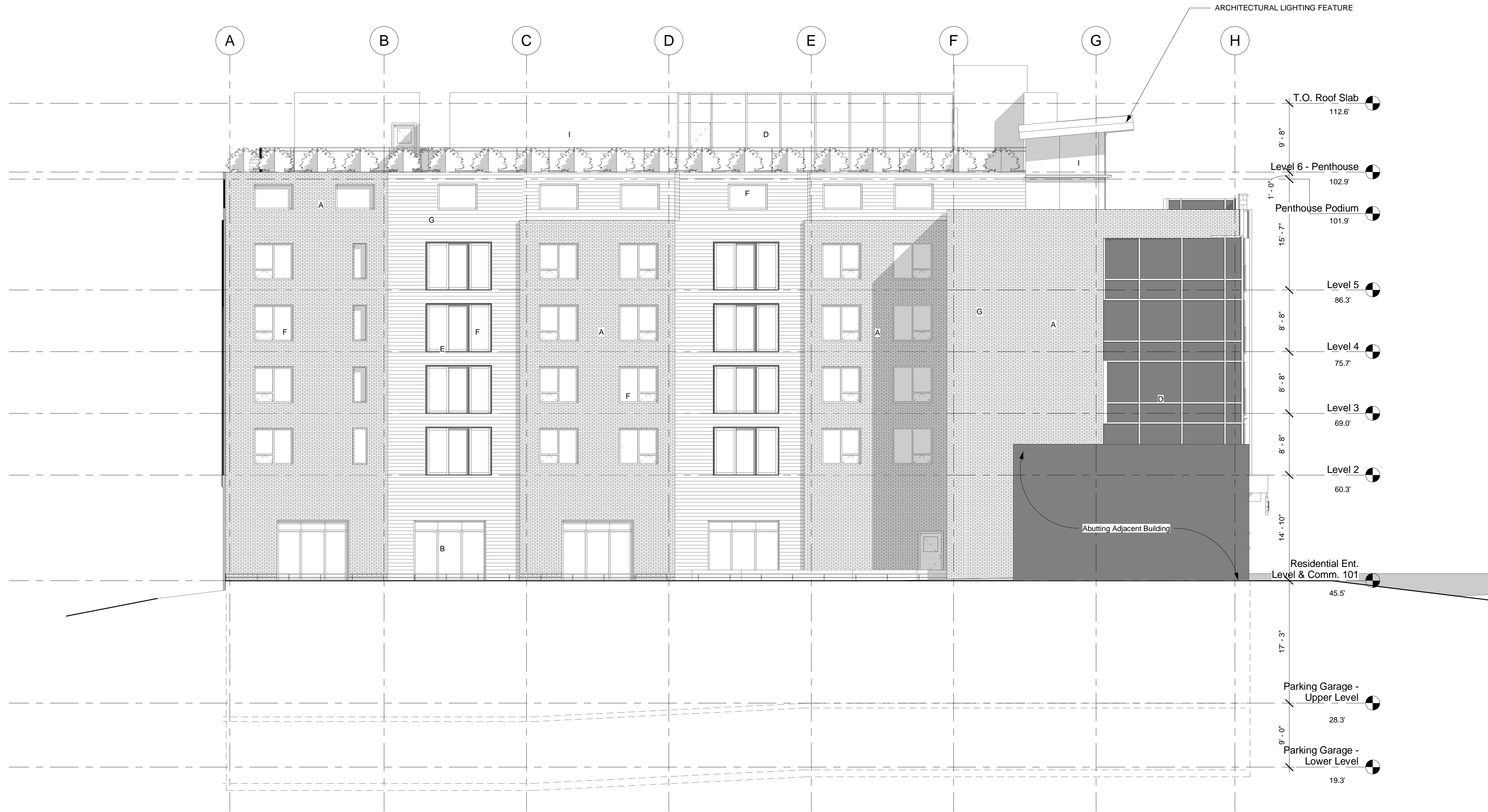
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North Elevation

A4.2

Project number	2979
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① North
1/8" = 1'-0"



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pskerry@pskerry.ca

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NOTES:

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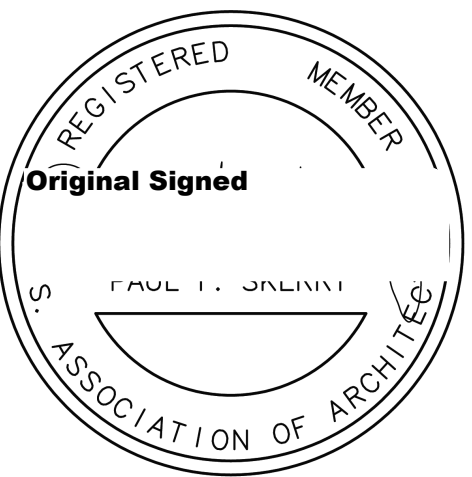
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Commercial/Residential
5185 & 5189 South
Street Halifax, NS
For:Principal
Development Ltd

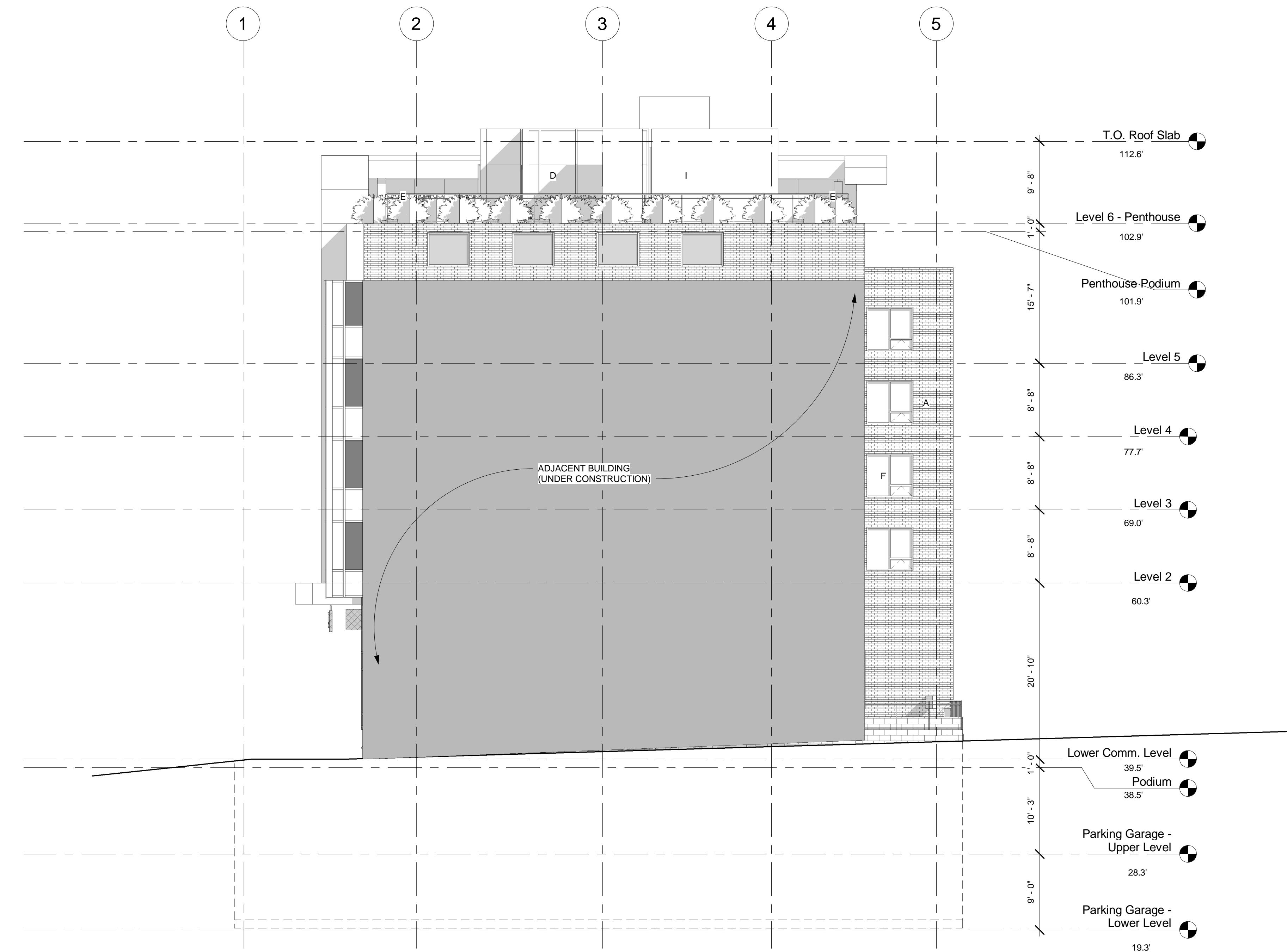
East Elevation

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Project number	2979
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NOTES
A - MASONRY 1
B - MASONRY 2
C - METAL OR CERAMIC PANEL TYPE 1
D - ALUMINUM GLASS CURTAIN OR WINDOW WALL
E - 42" HIGH ALUMINUM RAILING WITH GLASS
F - VINYL WINDOWS/DOORS
G - FIBRE CEMENT SIDING
H - FIBRE CEMENT TRIM
I - METAL OR CERAMIC PANEL TYPE 2



① East
1/8" = 1'-0"

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DESIGN RATIONALE

Proposed Commercial/Residential

Barrington Street & South Street

Halifax, Nova Scotia

Prepared By: Paul Skerry Associates Limited

Prepared For: Principal Development Ltd.



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- 1 Summary / References
- 2 Current Conditions / Design Rationale
- 3 Schedule S-1 Design Manual - Relevant Criteria



SUMMARY

The project provides an excellent opportunity for the redevelopment of a prominent corner and integrate new commercial and residential facilities in downtown Halifax. The intent is to provide a high quality design and form a catalyst for the further upgrading of the immediate area. The site is centrally located on one of Halifax's commercial streets which is fully serviced with municipal infrastructure and transit.

REFERENCES

- Downtown Halifax Land Use By-Law
- Schedule S-1 Design Manual



CURRENT SITE CONDITIONS

The existing land use is a three storey wood framed residential building with minor commercial use. The estimated height of the building is 45-50'. The building is situated approximately 30' back from South Street and 20' from Barrington Street. The building consists of 17 residential units and a commercial space of 945sf. Adjacent properties include a couple of two storey buildings and a six storey development along Barrington Street. Along South Street, a proposed seven storey development, of similar scale as this proposal, has already been approved by the city. Across South Street is Cornwallis Park, and the other two corner lots have four storey buildings approximately 50' high.



DESIGN RATIONALE

The proposed building will be a welcome improvement to the downtown. It will provide 5,700sf of commercial space on street level, 40 residential units on four stories, 2 penthouse units, and two levels of underground parking. The project is located close to all the amenities and attractions of an urban centre, including schools, the Citadel, restaurants, the downtown business district, parks, and within walking distance of most urban amenities. Bus stops are conveniently located near the building for easy access throughout the city.

With the approved seven storey proposal next door (on the corner of South & Hollis), the W Lofts, Vic Suites close by, we are looking to continue the trend of invigorating the area with a modern building. The five storey street-wall will maintain the pedestrian scale of downtown and the architectural integrity of the streets. The street wall along South Street is set back four metres allowing for commercial units to "spill out" onto an open outdoor pedestrian space. The proposal includes the use of high quality and articulated materials on the street wall. This will give the building a welcoming aspect and should encourage further upgrades to the area.

People are moving back into the cities, this means the redevelopment of older neighbourhoods with more density is important. The commercial area will house multiple units to attract locals and passer-by's to the area. The residential portion will consist of one, two, and three bedroom apartments which will attract a variety of residents and users.

Overall this building will help boost the area economically and socially and will be a main stay for future generations to enjoy.

SCHEDULE S-1: DESIGN MANUAL -

RELEVANT CRITERIA

2.2 Precinct 2: Barrington Street South

2.2(a) The development is planned for a mid-rise mixed-use development of five (5) stories plus a penthouse. The proposal respects the size of existing developments in the area.

2.2(b) The ground floor uses will be active with a large commercial frontage along South Street. The four metre setback will generate a pleasant outdoor pedestrian experience for all users to enjoy.

2.2(d) The development helps appropriately frame Cornwallis Park and respects the train station. The development follows the setback and street-wall height requirements laid out in the by-law.

2.2(e) No surface parking lots are proposed in the development.

2.2(f&g) The four metre setback off South Street will generate a pleasant outdoor pedestrian experience, and allow for commercial tenants to "spill-out" to the exterior for all users to enjoy.

3.1 The Streetwall

3.1.1 Pedestrian Oriented Commercial

3.1.1(a) The residential entrance is setback from the sidewalk. The commercial entrances are articulated and allow for window displays.

3.1.1(b) The first floor elevation is characterized by high levels of transparency by use of glazing. The percentage of non-reflective and non tinted glazing along the first floor is design to be 75.4%.

3.1.1(c) The streetwall provides entries along the building facades. This includes entrances into each commercial space and the residential lobby.

3.1.1(d) New canopies are planned over the majority of the sidewalk to encourage pedestrian activity around the site.

3.1.1(e) The four metre setback off South Street will allow for patios and other spill-out activities. This area will be a pleasant outdoor pedestrian experience .

3.1.2 Streetwall Setback

3.1.2(a) The street wall along Barrington Street has a minimal setback. The only portion of the streetwall that is setback is at ground level to allow for door swings.

3.1.2(b) The streetwall along South Street has a four metre setback to allow for an appropriate framing of Cornwallis Park.

3.1.3 Streetwall Height

The existing grades at the streetwall along the property range from a low point of 36.5' to a maximum of 47.5'. Hence, the average grade is listed at 42.0'. The existing facade measures at 54.3' (16.5m) along Barrington Street & 63.0' (19.5m) Along South Street, framing Cornwallis Park.

3.2 Pedestrian Streetscapes

3.2.1 Design of the Streetwall

3.2.1(a) The glazed curtain wall at street level will be articulated with vertical millions and masonry columns.

3.2.1(b) The streetwall occupies 100% of the property's allowable frontage

3.2.1(e) The new streetwall will be designed using a high quality masonry material that will be in contrast with the panels on the upper story. This gives the building a strong base.

3.2.1(f) The building envelope will consist of a highly transparent glazed curtain wall.

3.2.1(g) The streetwall has no blank walls.

3.2.2 Building Orientation

3.2.2(a) The proposed building comes right to the sidewalk with definitive entry points. The residential entrance is clearly noticeable with a unique architectural canopy.

3.2.2(b) The four metre setback off South Street will allow for patios and other spill-out activities. This area will be a pleasant outdoor pedestrian experience .

3.2.3 Retail Uses

3.2.3(a) The percentage of non-reflective and non tinted glazing along the first floor is design to be 75.4%.

3.2.3(d) Retail entries are from South Street.

3.2.3(e) Columns are recessed within the building to allow continuous view of retail display and signage.

3.2.3(f) All entrances are at grade. The floor level steps down a few times for the residential and commercial entrances along both Barrington and South Streets.

3.2.4 Residential Uses

3.2.4(b) The residential units are accessed by a common entrance and lobby at ground level along Barrington Street. The entrance is clearly recognizable with signage and an architectural canopy over the entry doors.

3.2.4(d) All units will have access to the landscaped roof deck by means of elevator or stairwell.

3.2.4(f) The building materials will include air-tight wall and floor assemblies using the mass of the assembly and sound insulation. Windows will be comprised of compressive gaskets and the aluminum window wall will be back sprayed with 5mil. glazing.

3.2.5 Sloping Conditions

3.2.5(a) The ground floor level steps to match the existing sidewalk grade and allow for drainage and barrier free accessibility.

3.2.5(c) The facades offer glazed windows and doors that connect to the sidewalk.

3.2.5(d) Reveals and changes in glazing type register the internal floor and ceiling lines.

3.2.5(e) The storefront wraps around the corner by use of a diagonal commercial entrance.

3.2.5(f) Commercial entrance are provided along South Street.

3.3 Building Design

3.3.1 Building Articulation

3.3.1(a) Base: The first level of the proposed building provide a clear base of the building with the use of glazing, doors, canopies and masonry.

Middle: The second through fifth floors consists of residential units with bay windows located in rhythm along the streetscape.

Top: The clerestory and penthouse is stepped back and clad in a metal panel and window wall system. The canopy at roof level symbolizes the vertical termination of the building.

3.3.1(b) The streetwall will respect the adjacent buildings by using high quality materials and rheum to differentiate the look, while respecting the context and tradition of downtown.

3.3.1(c) The visual breakup of the building mass is one of the main concepts of the design. The corner section is extruded from the building face and consists of mainly glass and spandrel panels. The Juliet balconies provide another horizontal break in the mass. Vertically, the ground level masonry and upper story step back breaks up the mass of the building.

3.3.1(d) The quality of design and articulation is extended beyond the street facing facades and carried to the back and side elevations.

3.3.2 Materials

3.3.2(b) The proposed building will have a basic material palette of masonry, curtain wall, siding, and metal or ceramic panels for a unified building image. We are proposing a few different colors of panels for architectural intrigue and to visually break up the building mass.

3.3.2(c) Materials of exposed facades are carried around the building.

3.3.2(d) Building corners are of continuous material and articulation.

3.3.2(f) Building materials will be allowed to stand on its own and not mimic other materials.

3.3.2(h) Vinyl siding, plastic, plywood, concrete block, EIFS, and metal siding with exposed fasteners will not be used as exterior materials.

3.3.3 Entrances

3.3.3(a&b) The use of an unique architectural canopy give a strong, prominent clue of the residential entrance .

3.3.4 Roof Line and Roofscapes

3.3.4(b) The building top and roof incorporates the penthouse canopy, use of the metal panel, and datum lines to signify the building top.

3.3.4(c) The roof will be fully landscaped and accessible for the residential tenants.

3.3.4(d) Mechanical equipment will be located in the parking garage. If any mechanical equipment is necessary on the roof top, it will be screened from view by strategically placing the equipment within the rooftop garden design. Elevator and stairway head-houses are incorporated in the rooftop structure along with the penthouse units.

3.3.4(f) Parapets will be carried over to the back side of the building.

3.4 Civic Character

3.4.2 Corner Sites

3.4.2(a) The massing of the corner is distinguished by the angled entry on ground level, and the sloping clerestory on the top level.

3.4.2(c&d) Both facing facades provide a frontal design. The frontage along South Street is setback four metres that defines the edge for Cornwallis Park.

3.5 Parking, Services, and Utilities

3.5.1 Vehicular Access, Circulation, Loading, and Utilities

3.5.1(a) Two levels of parking garage are proposed. The entrance is located near the back of the lot from South Street. Architects, city planners and traffic engineers preferred this location over an entrance off of Barrington Street.

3.5.1(b) The design minimizes the width of the frontage used for the parking garage entrance. The garage is proposed to be 12' wide with a 20' driveway (23' curb cut).

3.5.1(c) Utilities and trash will be located in the parking garage portion of the proposal.

3.5.4 Lighting

3.5.4(a) Lighting will be provided along the South Street setback to provide ambient and safety lighting.

3.5.4(b&c) Up lighting will be considered to highlight the facade at the pedestrian scale. Other illumination will be considered for dramatic architectural expression.

3.5.4(f) All outdoor lighting fixtures will be shielded to prevent glare and limit light pollution.

3.5.5 Signs

3.5.5(a) The main building signage for the residential entrance will be displayed in large backlit individual letters mounted next to the lobby entrance. Commercial signage will be displayed in large backlit individual letters mounted on the sign band.

3.5.5(b) Signs will not obscure windows, cornices, or other architectural elements.

5.2 Sustainable Guidelines

5.2.1 Sustainable Sites

5.2.1(f) Light coloured roofing materials will be employed.

5.2.1(g) Light coloured materials will be used for any hard surface.

5.2.1(i) Exterior lighting will comply with shielding or cut-off requirements whenever possible to limit light pollution.

September 7, 2016



Landscape Architecture | Engineering

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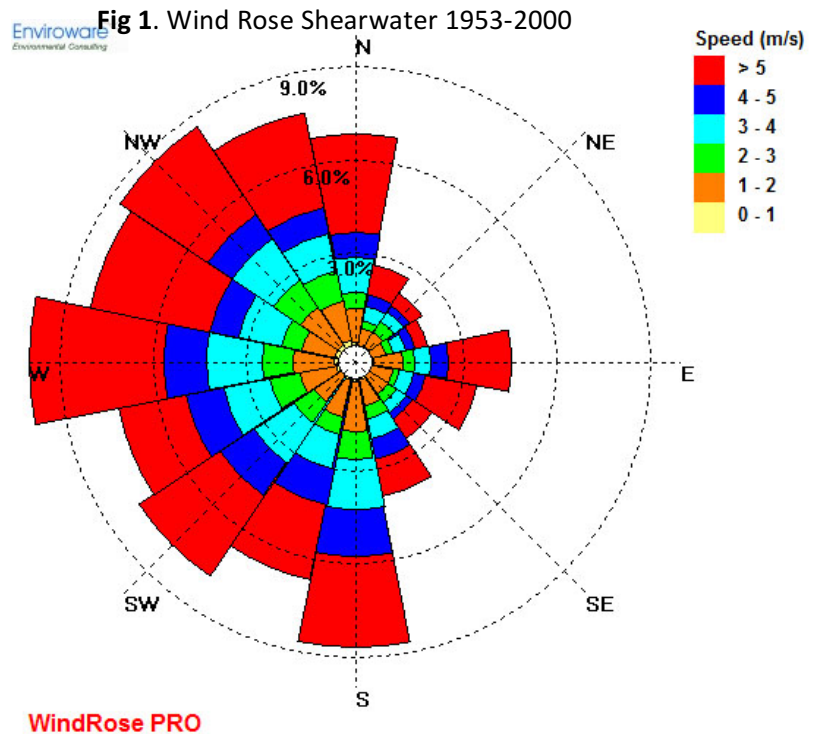
HRM Planning & Development
Eastern Region, Alderney Gate
40 Alderney Drive, 2nd Floor
Dartmouth, NS

To Whom It May Concern,

RE: Proposed 5189 South Street Wind Impact Qualitative Assessment

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

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



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

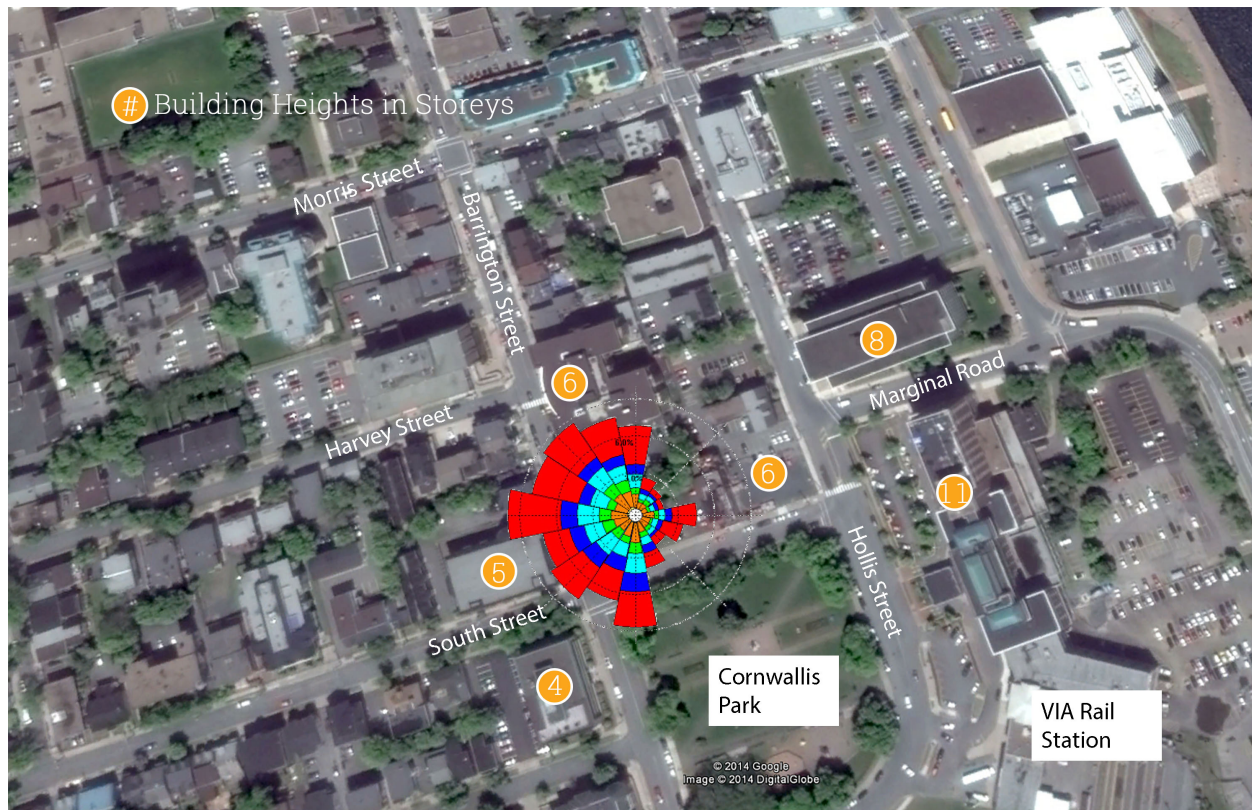


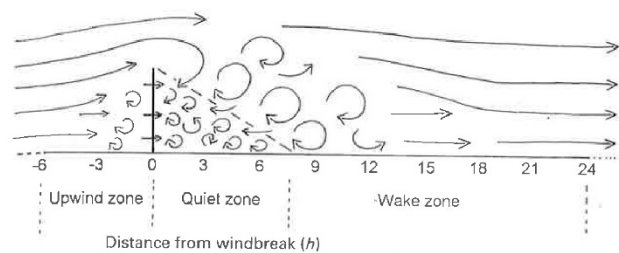
Fig 2. Wind Rose overlaid on the site

Urban Windbreak Impacts:

As shown in Fig. 2, the new building will impact sidewalk conditions differently at different times of the year. In the winter, South Street has some alignment with the wind direction, and in the summer South Street and the sidewalk fronting the proposed building will be in the upwind location (Fig. 3).

Downwash: Wind speed increases with height so when a tower is exposed to wind, the pressure differential between the top and the bottom of tower forces the high pressure at the top down the windward face dramatically increasing pedestrian wind speeds. The taller the exposed face is, the higher the wind speed will be at the base.

The 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.

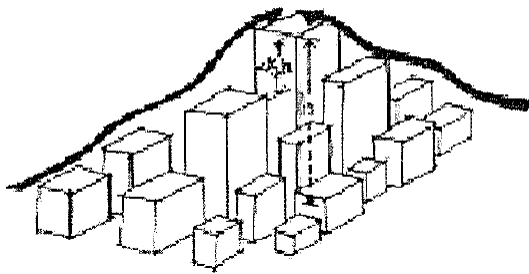


Zones with altered airflow caused by a windbreak. Vertical dimension is magnified for illustration. Vertical line indicates windbreak; h = height of windbreak. Large eddies = strong turbulence. Uninterrupted airflow in the open is to the left of the upwind zone, and to the right of the wake zone. Widths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

Fig 3. Windbreak Diagram

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. Wake zones for zero porosity structures can extend 8-30 times the height of the structure. A 5 storey building can reduce



windspeeds in the wake zone between 165-630 meters (Fig. 3). Beyond the wake zone, there is typically more turbulence and eddies as a result of more turbulent air.

Pedestrian Comfort:

Pedestrian comfort and safety is an important factor to consider in the design of a building and an area's built form, especially in a windier city such as Halifax. The design of a building will impact how wind interacts at the ground level, impacting the pedestrian experience. The Beaufort scale is an empirical measure that relates wind speed to observed conditions on land and sea. The attached Beaufort scale is a general summary of how wind affects people and different activities, and distinguishes at what points wind speeds can become uncomfortable or dangerous. A building can impact both the wind speed and the wind turbulence at the pedestrian level. Wind turbulence not only creates uncomfortable environments through the rising of dust and other particles, it also decreases the temperature on the site. A properly designed building can mitigate some of the negative impacts of wind on the street level.

COMFA Model (Brown & Gillespie, 1995)

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

Seasonal Wind Impacts:

Looking at the seasonal wind impacts (Fig.4), during the summer, most of the wind comes from the south (12% of the time) and southwest (10% of the time). Marginal increases in wind speed may be noticed at the corner of Barrington Street and South Street. The north winds in summer occur less than 6% of the time so we anticipate very little wind impact on Cornwallis Park in the summer as a result of this development.

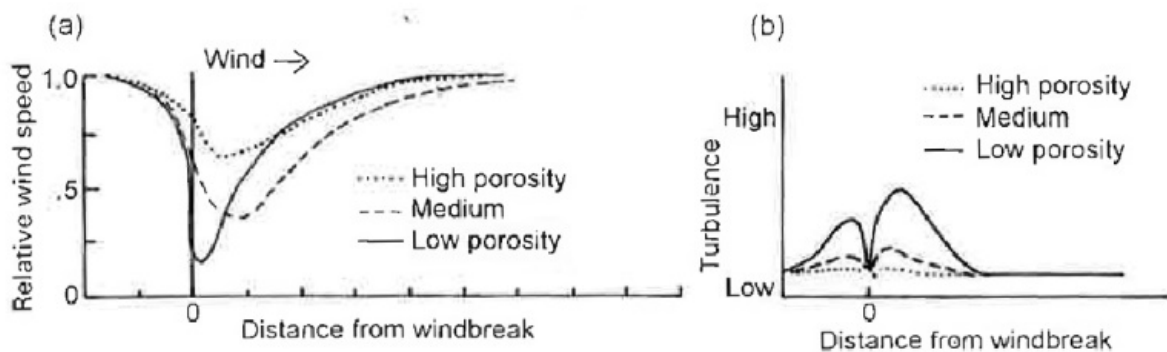
In the winter, the prevailing winds shift and come from the west, north-west, and north. Fronting the study site is Cornwallis Park to the south. Winter gusts and eddies may be noted in Cornwallis Park as a result of this development. This impact may be somewhat mitigated by the mature trees that edge the park. However, as deciduous trees their buffering ability during this time of year will be

diminished (Fig 4). On the north side of this development, (in the upwind zone), winter winds may become reduced by the variation of roof heights of surrounding buildings before they reach the proposed development. This will further mitigate the Wake Zone impacts. Since the prevailing winds in the winter primarily come from the north-west and west (Fig 5), the impacts of turbulent gusts on Cornwallis Park will be relatively infrequent except when the wind comes from the north or north-east. This occurs less than 10% of the time.

While wind turbulence is generated by structures on the lee side, wind speed is reduced. Low porous or no porous structures such as buildings will reduce wind speeds immediately adjacent to the structure on the windward side (Fig 4). Wind speed is also reduced on the leeward side, but generally reaches original approach speeds at an average distance of four times the structure height.

Wind Comfort Assessment

Changes in wind speed as a result of buildings vary depending on wind direction and building morphology. On street sides of the proposed building, 'streamlines' can occur where the wind is accelerated through the openings between buildings. However, with Cornwallis Park to the south, and because the Westin Hotel is set back from Hollis Street, it is likely that South Street will only see slightly increased streamline levels throughout the year, if any. We do not anticipate any 'uncomfortable' conditions occurring along sidewalks for more than 1-2% of the time relative to



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).

today's conditions.

Fig 4. Porosity Diagram

Shearwater, NS. 1953-2000

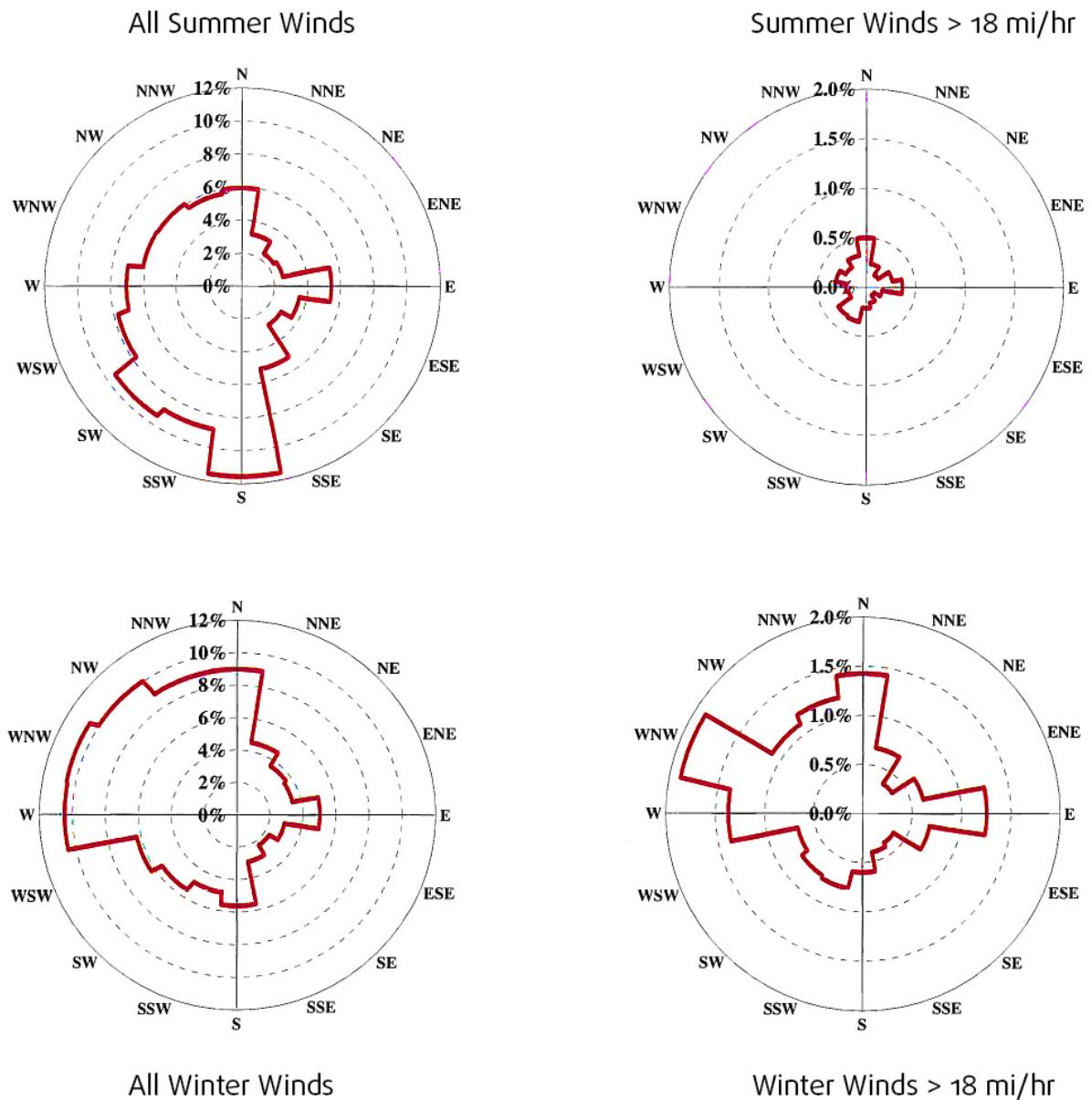


Fig 5. Wind Rose frequencies during 4 seasons

Summary

This proposed building will generally add to the building height variety of the neighbourhood and is in keeping with the surrounding buildings. The 5 storey building is not anticipated to have any significant change in human thermal comfort for a person sitting, standing, walking or running within the anticipated wake zone of the building. With the prevailing winds in the winter from the north-west and west, the impacts of turbulent gusts on Cornwallis Park will be relatively infrequent except when the wind comes from the north or north-east (this occurs less than 10% of the time and

usually happens in the winter). The variations in building heights in the winter Upwind zone, and the mature street trees to the south will provide wind mitigation, buffering impacts in the park.

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

Sincerely,

Original Signed

Rob LeBlanc
Ekistics Planning & Design

Attachment D – Design Manual Checklist – Case 20660

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

Attachment D – Design Manual Checklist – Case 20660

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

Attachment D – Design Manual Checklist – Case 20660

Section	Guideline	Complies	Discussion
3.2.1	Design of the Streetwall		
3.2.1a	The streetwall should contribute to the fine grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	Yes	
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets.	Yes	
3.2.1c	Generally, streetwall heights should be proportional to the width of the right-of-way a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey setbacks.	Yes	
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.	N/A	
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	Yes	
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	Yes	
3.2.1g	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.	Yes	
3.2.2	Building Orientation and Placement		
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	Yes	
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	Yes	
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.	N/A	
3.2.3	Retail Uses		
3.2.3a	All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and	Yes	

Attachment D – Design Manual Checklist – Case 20660

Section	Guideline	Complies	Discussion
	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.	Yes	
3.2.3c	Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date.	Yes	
3.2.3d	Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.	Yes	
3.2.3e	Avoid deep columns or large building projections that hide retail display and signage from view.	Yes	
3.2.3f	Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.	Yes	
3.2.3g	Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming.	Yes	
3.2.4	Residential Uses		
3.2.4a	Individually accessed residential units (i.e. town homes) should have front doors on the street, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs should be raised above grade level for privacy, and should be accessed through means such as steps, stoops and porches.	N/A	
3.2.4b	Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.	Yes	
3.2.4c	Projects that feature a combination of individually accessed units in the building base with common entrance or lobby-accessed units in the upper building, are encouraged.	Yes	
3.2.4d	Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.	Yes	

Attachment D – Design Manual Checklist – Case 20660

Section	Guideline	Complies	Discussion
3.2.4e	Units provided to meet housing affordability requirements shall be uniformly distributed throughout the development and shall be visually indistinguishable from market-rate units through the use of identical levels of design and material quality.	N/A	
3.2.4f	Residential uses introduced adjacent to pre-existing or concurrently developed eating and drinking establishments should incorporate acoustic dampening building materials to mitigate unwanted sound transmission.	N/A	
3.2.5	Sloping Conditions		
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.	Yes	
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	Yes	
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	Yes	
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	Yes	
3.2.5e	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.	Yes	
3.2.5f	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.	Yes	
3.2.5g	Flexibility in streetwall heights is required in order to transition from facades at lower elevations to facades at 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.	Yes	
3.2.6	Elevated Pedestrian Walkways <i>(not applicable)</i>		
3.2.7	Other Uses <i>(not applicable)</i>		
3.3	Building Design		
3.3.1	Building Articulation		
3.3.1a	To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of	Yes	

Attachment D – Design Manual Checklist – Case 20660

Section	Guideline	Complies	Discussion
	setbacks, extrusions, textures, materials, detailing, etc.: <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. • 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.	Yes	
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	Yes	
3.3.1d	Street facing facades should have the highest design quality; however, all publicly viewed facades at the side and rear should have a consistent design expression.	Yes	
3.3.2	Materials		
3.3.2a	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	Yes	
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	Yes	
3.3.2c	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	Yes	
3.3.2d	Changes in material should generally not occur at building corners.	Yes	
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	Yes	
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	Yes	
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	Yes	
3.3.2h	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior	Yes	

Attachment D – Design Manual Checklist – Case 20660

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

Attachment D – Design Manual Checklist – Case 20660

Section	Guideline	Complies	Discussion
	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.	Yes	
3.4	Civic Character		
3.4.1	Prominent Frontages and View Termini		
3.4.1a	Prominent Visual Terminus Sites: These sites identify existing or potential buildings and sites that terminate important view corridors and that can strengthen visual connectivity across downtown. On these sites distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways should be provided. Design elements (vertical elements, porticos, entries, etc.) should be aligned to the view axis. Prominent Visual Terminus Sites are shown on Map 9 in the Land Use By-law.	N/A	
3.4.1b	Prominent Civic Frontage: These frontages identify highly visible building sites that front onto important public open spaces such as the Citadel and Cornwallis Park, as well as important symbolic or ceremonial visual and physical connections such as the waterfront boardwalks, the proposed Grand Promenade linking the waterfront to the Town Clock, and other east-west streets that connect the downtown to the waterfront. Prominent Civic Frontages are shown on Map 1 in Appendix A of the Design Manual.	Yes	
3.4.2	Corner Sites		
3.4.2a	Provision of a change in the building massing at the corner, in relation to the streetwall.	Yes	
3.4.2b	Provision of distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	Yes	
3.4.2c	Developments on all corner sites must provide a frontal design to both street frontages.	Yes	
3.4.2d	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space.	N/A	
3.4.3	Civic Buildings		
3.4.3e	Civic buildings entail a greater public use and function, and therefore should be prominent and recognizable, and be	N/A	

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Section	Guideline	Complies	Discussion
	designed to reflect the importance of their civic role.		
3.4.3f	Provide distinctive architectural treatments such as spires, turrets, belvederes, porticos, arcades, or archways.	N/A	
3.4.3g	Ensure entrances are large and clearly visible. Provide a building name and other directional and wayfinding signage.	N/A	
3.5	Parking Services and Utilities		
3.5.1	Vehicular Access, Circulation, Loading and Utilities		
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	Yes	
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.	Yes	
3.5.1c	Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.	Yes	
3.5.1d	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well-designed doors and entries.	Yes	
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	Yes	
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	Yes	
3.5.2	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.	N/A	
3.5.4b	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	Yes	

Attachment D – Design Manual Checklist – Case 20660

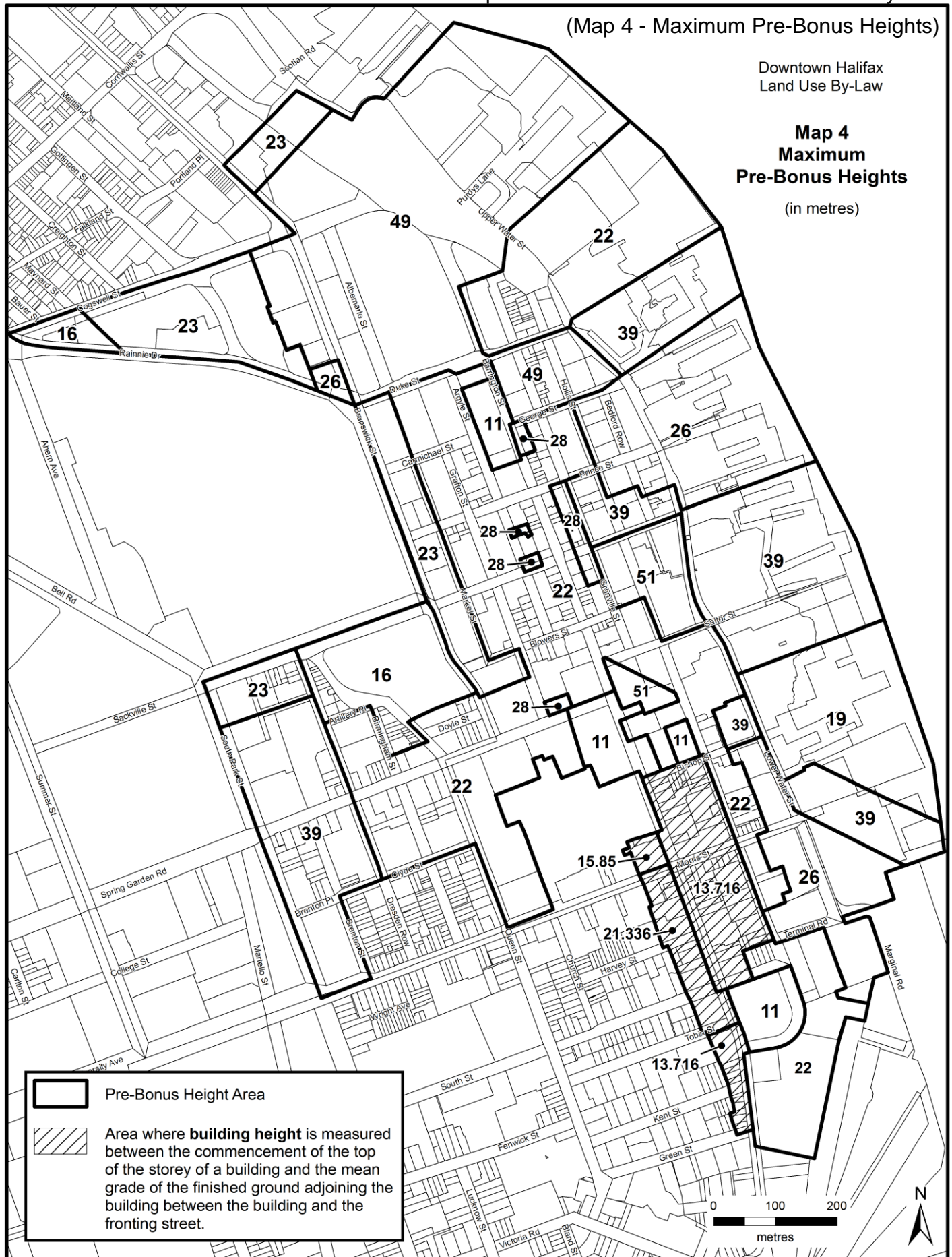
Section	Guideline	Complies	Discussion
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.	N/A	
3.5.4d	Encourage subtle night-lighting of retail display windows.	N/A	
3.5.4e	Ensure there is no light trespass onto adjacent residential areas by the use of shielded full cutoff fixtures.	Yes	
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	Yes	
3.5.5	Signs (<i>signs will be subject of separate future permit applications</i>)		
3.5.5a	Integrate signs into the design of building facades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.	Yes	
3.5.5b	Signs should not obscure windows, cornices or other architectural elements.	Yes	
3.5.5c	Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.	Yes	
3.5.5d	Large freestanding signs (such as pylons), signs on top of rooftops, and large scale advertising (such as billboards) are prohibited.	N/A	
3.5.5e	Signs on heritage buildings should be consistent with traditional sign placement such as on a sign band, window lettering, or within architectural orders.	N/A	
3.5.5f	Street addressing shall be clearly visible for every building.	N/A	
3.5.5g	The material used in signage shall be durable and of high quality, and should relate to the materials and design language of the building.	N/A	

(Map 4 - Maximum Pre-Bonus Heights)

Downtown Halifax
Land Use By-Law

**Map 4
Maximum
Pre-Bonus Heights**

(in metres)



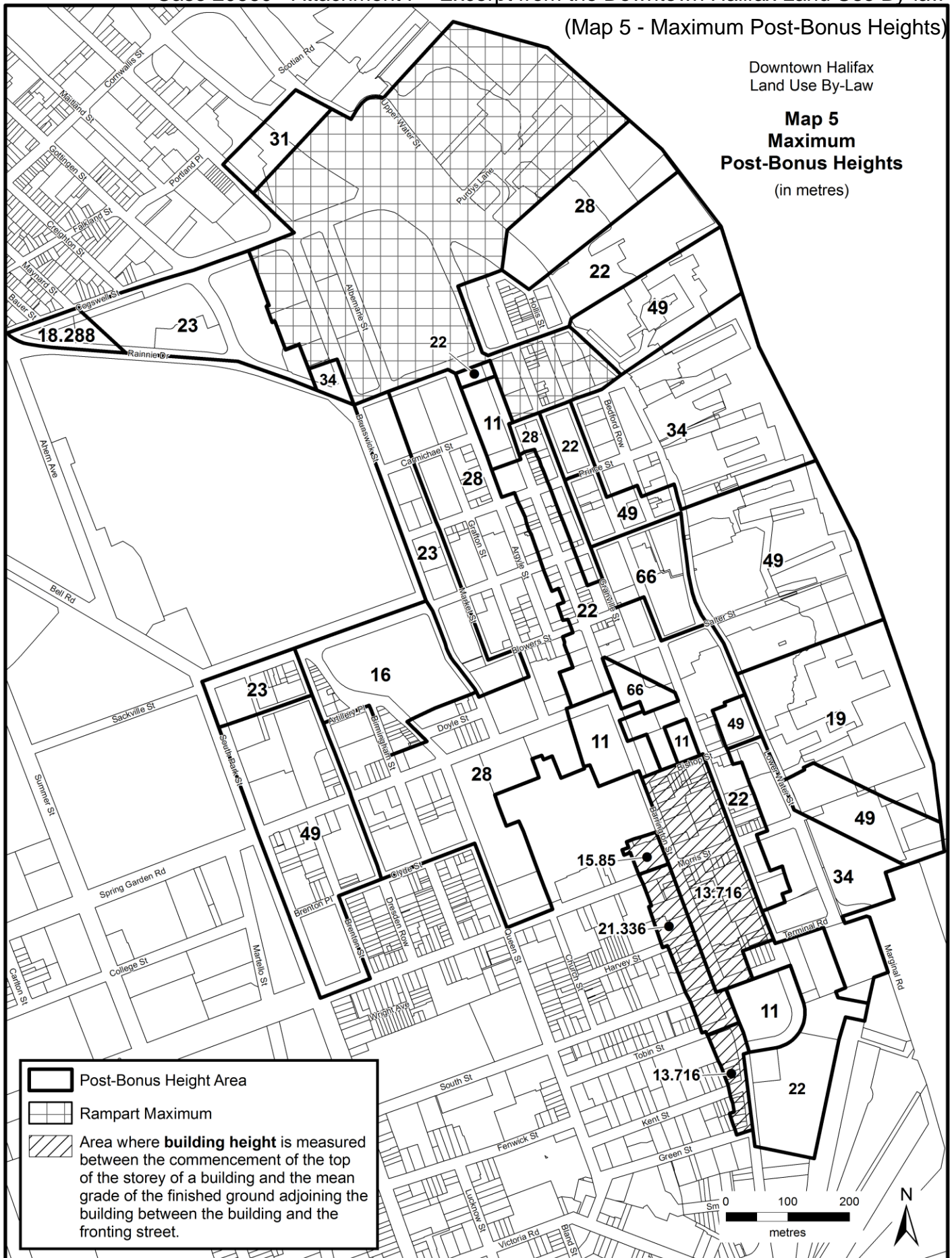
Effective: 17 August 2013

Note: Effective date does not indicate date of data creation.

(Map 5 - Maximum Post-Bonus Heights)

Downtown Halifax
Land Use By-Law

Map 5
Maximum
Post-Bonus Heights
(in metres)



Effective: 17 August 2013

Note: Effective date does not indicate date of data creation.