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

Item No. 6.1.1 (i)
Design Review Committee
December 1, 2016

TO: Chair and Members of the Design Review Committee

SUBMITTED BY: Original Signed

Bob Bjerke, Chief Planner and Director, Planning and Development

DATE: November 24, 2016

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

SUPPLEMENTARY REPORT

ORIGIN

- Application by Paul Skerry Architects Limited
- Staff Report dated October 20, 2016
- On November 10, 2016, the Design Review Committee passed the following motion:

MOVED by Anna Sampson, seconded by John Crace:
THAT the Design Review Committee defer decision on Case 20660 and refer the matter back to staff to work with the applicant to revise the building design in keeping with the Design Manual as follows:

- ***Section 3.2.1 relative to material selection and design of the interface between the private and public realm;***
- ***Section 3.3.1, relative to building articulation and the relationship between the base, middle and top; and***
- ***Section 3.3.2, relative to building materials. MOTION PUT AND PASSED.***

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (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 residential and commercial building at 5185-5189 South Street, Halifax, as shown in Attachment A-1 of this report; and

2. Accept the findings of the qualitative Wind Impact Assessment, as contained in Attachment E, of this report.

BACKGROUND

This substantive site plan approval application, by Paul Skerry Architects Limited, is a 6-storey mixed-use building on the corner of Barrington and South Streets, Halifax (Map 1). The applicant wishes to demolish the existing building and construct a new building. To enable the proposal to proceed to the permit and construction phases, the Design Review Committee must consider the application relative to the Design Manual within the Downtown Halifax Land Use By-law (LUB). This Supplementary Report has been prepared at the request of DRC in response to specific questions, concerns and comments raised during its review of the application on November 10, 2016.

For more information, please refer to the Staff Report dated October 20, 2016 at the following link:
http://www.halifax.ca/boardscom/drc/documents/161110DRC8.1.2.pdf

Design Review Committee (DRC) Concerns:
At the November 10, 2016 meeting of the DRC, Staff presented a report, dated October 20, 2016, on the subject application for the Committee's review and decision. The Committee considered the report and deferred their decision due to questions and concerns regarding streetwall design, building articulation and material selection. Specifically, the DRC requested alteration to the building design to address three sections of the Design Manual as follows:

- Design of the Streetwall (Section 3.2.1) - Material selection and design of the interface between the private and public realm;
- Building Articulation (Section 3.3.1) - The relationship between the base, middle and top; and
- Building Materials (Section 3.3.2).

DISCUSSION

Revised Submission – New Information:
In response to the comments expressed by the DRC, the applicant has made modifications to the proposed building design. Revised Building Plans, Design Rationale, Floor Plans and 3D Renderings are included in Attachments A-1, B-1, C-1 and D of this report, and contain new information as follows:

- New Site Plan (A1.0) – shows new location of garage entrance;
- Lower Parking Garage and Floor Plans (A2.0-A2.1 and A3.0-A3.2) – provides information on the building's interior layout;
- New Elevation Plans (A4.0-A4.3) - provides information addressing building design, façade treatment along Barrington and South Streets, and material selection for the base, middle and top elements of the building;
- Revised Design Rationale; and
- New 3D Renderings.

The Committee should note that due to the tight deadline for the revised submission to meet the December 1st DRC meeting, the revised Elevation and Floor Plans submitted by the applicant are not scaled. If the DRC approves the building design, staff cannot issue building and development permits for the project until scaled drawings are provided which confirm that the built form requirements of the LUB are met. In the event it is determined that the revised design does not meet requirements of the LUB, a permit will not be issued and another substantive site plan approval application will be required.

Design Manual Guidelines:
In addition to the LUB requirements, the Design Manual of the Downtown Halifax LUB contains guidance regarding the appropriate appearance and design of buildings. The Design Manual contains a variety of building design conditions that are to be met in the development of new buildings and in modifying existing buildings, as follows:

- Section 2.2 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct 2; and
- Section 3 of the Design Manual specifies general design guidelines, including land uses, building design and articulation, façade treatment, material selection, and others.

An evaluation of the proposed project against the applicable guidelines of the Design Manual is found in table format in the Staff Report dated October 20th, 2016 available at the following link: http://www.halifax.ca/boardscom/drc/documents/161110DRC8.1.2.pdf

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. At the meeting of November 10, 2016, DRC members expressed their satisfaction with the general design of the building; however, they requested further information and clarification from the applicant on the following:

Awnings and Canopies (Sections 2.3c, 3.1.1d, 3.2.3b):
The Design Manual places emphasis upon the establishment of awnings and canopies along sidewalks and frontages for weather protection. This is especially true along Pedestrian-Oriented Commercial Streets, such as South Street, where the Design Manual states that it is a requirement. As part of the revised design, canopies along Barrington Street and South Street façades have been removed, and a metal sign band and hanging awnings have been introduced above the commercial spaces. Staff advise that this design approach will satisfy the criteria for weather protection, while at the same time allowing for a more traditionally designed cap.

Streetwall Design and Building Articulation (*Sections 3.2.1 and 3.3.1)*:
The Design Manual states that 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. In the case of the revised building design, changes to the Barrington Street and South Street elevations were made to create a better sense of vertical rhythm and connectivity of both façades and provide a better definition of the building's 'base, middle and top'. The revised design provides architectural variety and visual interest, and an articulation of the massing by including vertical and horizontal recesses or projections, and changes in material and texture. Staff advise that this design approach will satisfy the criteria.

Building Materials (Section 3.3.2):
The Design Manual states that building materials should be chosen for their functional and aesthetic quality, and should be true to their nature and should not mimic other materials. In the upper storeys of the revised building, bay windows have been re-designed to include a sunscreen above each storey. Also, most of the aluminum panels have been removed and replaced with shouldice blocks and brick masonry. At the 5th floor, an additional band of brick has been added, which wraps around the building to the South Street façade. This traditional design approach emphasizes and enhances the visual interest of the building, and conforms with the Design Manual guidelines.

Vehicular Access, Circulation, Loading and Utilities (3.5.1b, 3.5.1d, 3.5.1f):
The Design Manual recognizes that vehicular access, circulation, loading and utilities are necessary elements of on-going building servicing. However, at the same time, it places emphasis on minimizing their presence and impact on the public realm and integrating them within the building mass. In this case, the entrance to the parking garage has been relocated to the end bay of the structure along South Street, as per the comments provided by DRC. This minor change to the access complies with the Design Manual and is subject to the requirements of the Streets By-law S-300 at the development and building permit stage.

Wind Assessment
The October 20, 2016 Staff Report addressed the Qualitative Wind Impact Assessment which had been prepared by Ekistics Planning & Design for the project (Attachment E). Staff previously determined that the assessment submitted for this proposal anticipates that the development will have negligible change in thermal comfort within various zones 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.

Conclusion
The proposed building will result in the development of lands, which form an important corner in the Downtown. Staff advise that the revised proposal is consistent with the objectives and guidelines found within the Design Manual and therefore, it is 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 contained within 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. Due to the lapse of the mandated 60 day time period for the DRC to render its decision on [insert date], further submissions by the applicant in this regard are not possible. As such, any conditions must be specific such that staff are able to apply them through the permit process.

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.

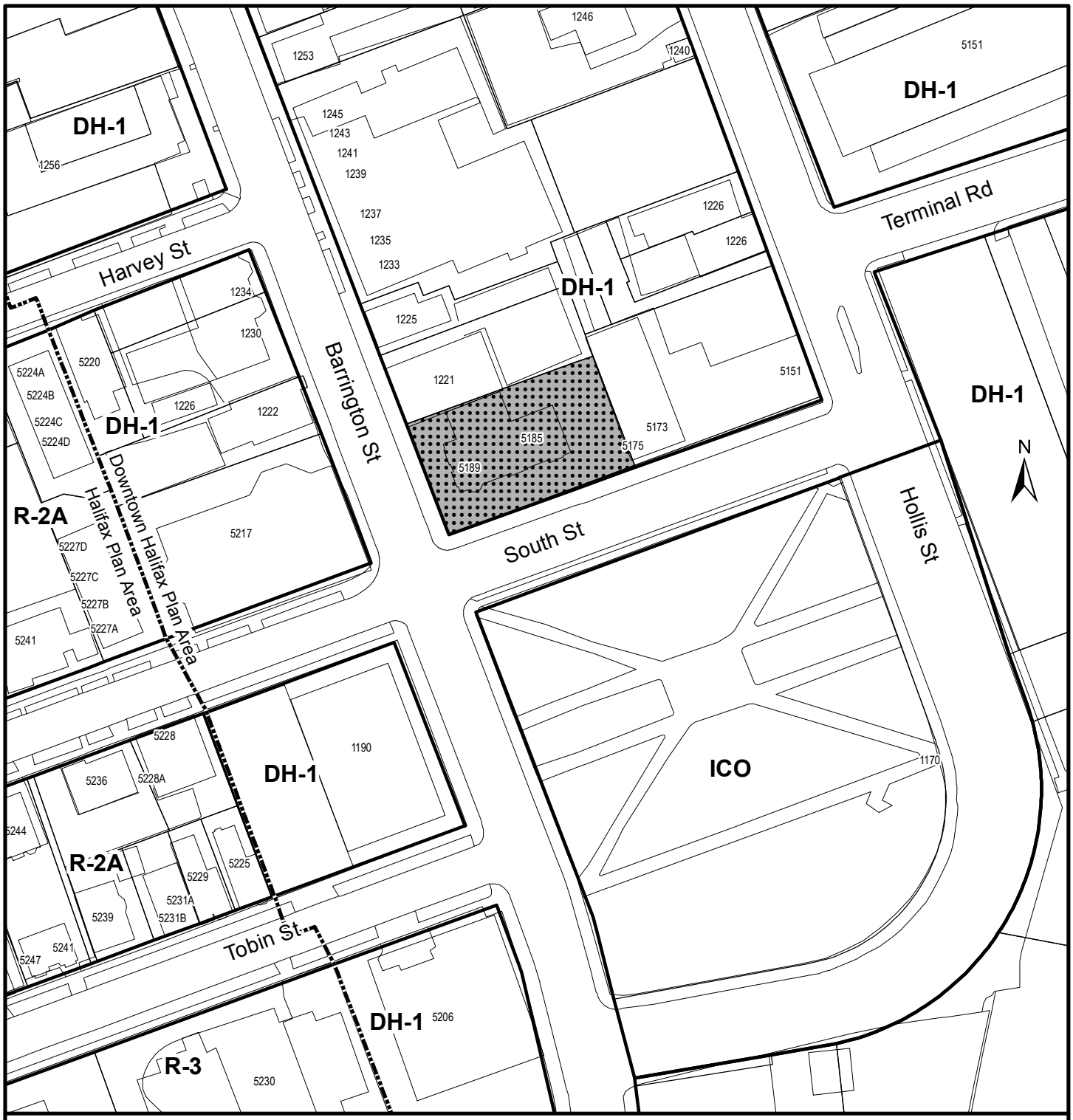
ATTACHMENTS

Map 1	Location and Zoning Map
Attachment A-1	Revised Site Plan Approval Plans
Attachment B-1	Revised Design Rationale
Attachment C-1	Lower Parking Garage and Floor Plans
Attachment D	Revised 3D Renderings
Attachment E	Qualitative Wind Assessment

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 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Maggie Holm, Principal Planner, Urban Enabled Planning Applications, 902.293.9496
Dali Salih, Planner II, Urban Enabled Planning Applications, 902.490.1948

Report Approved by: Original Signed
Kelly Denty, Manager, Current Planning, 902.490.4800



Map 1 - Location and Zoning

5185-5189 South Street,
Halifax

HALIFAX

Subject Property

0 10 20 30 m

	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.

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Case 20660 - Attachment A-1 - Revised Site Plan Approval Plans

1 Corner Perspective

2 Rendering View

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NOTES:

1) THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL ALL DIMENSIONS ON SITE & REPORTING ANY DISCREPANCY TO THE ARCHITECT BEFORE PROCEEDING.

2) DO NOT SCALE FROM DRAWINGS USED FIGURED DIMENSIONS.

3) DRAWING REPRESENTATIONS MAYBE IN VARIANCE W/ DETAILED SPECS. & SCHEDULES, IN WHICH CASE SPECS. & SCHEDULES OVERRIDE THE DRAWINGS.

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REGISTERED MEMBER
Original Signed
ASSOCIATION OF ARCHITECTS

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	Issued for Pre Application	10/9/2015
3	Driveway Relocated/Landscape Open Space	3/3/2016
4	Penthouse Roof Revision	4/25/2016
	Submitted for Planning Application	6/15/2016
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8	Revised per HRM Comments	9/27/2016
10	Revised per DRC Comments	11/18/2016

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

Perspectives

Scale	
Date	11/18/2016
Drawn by	GJ
Checked by	PS

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Project number	2979

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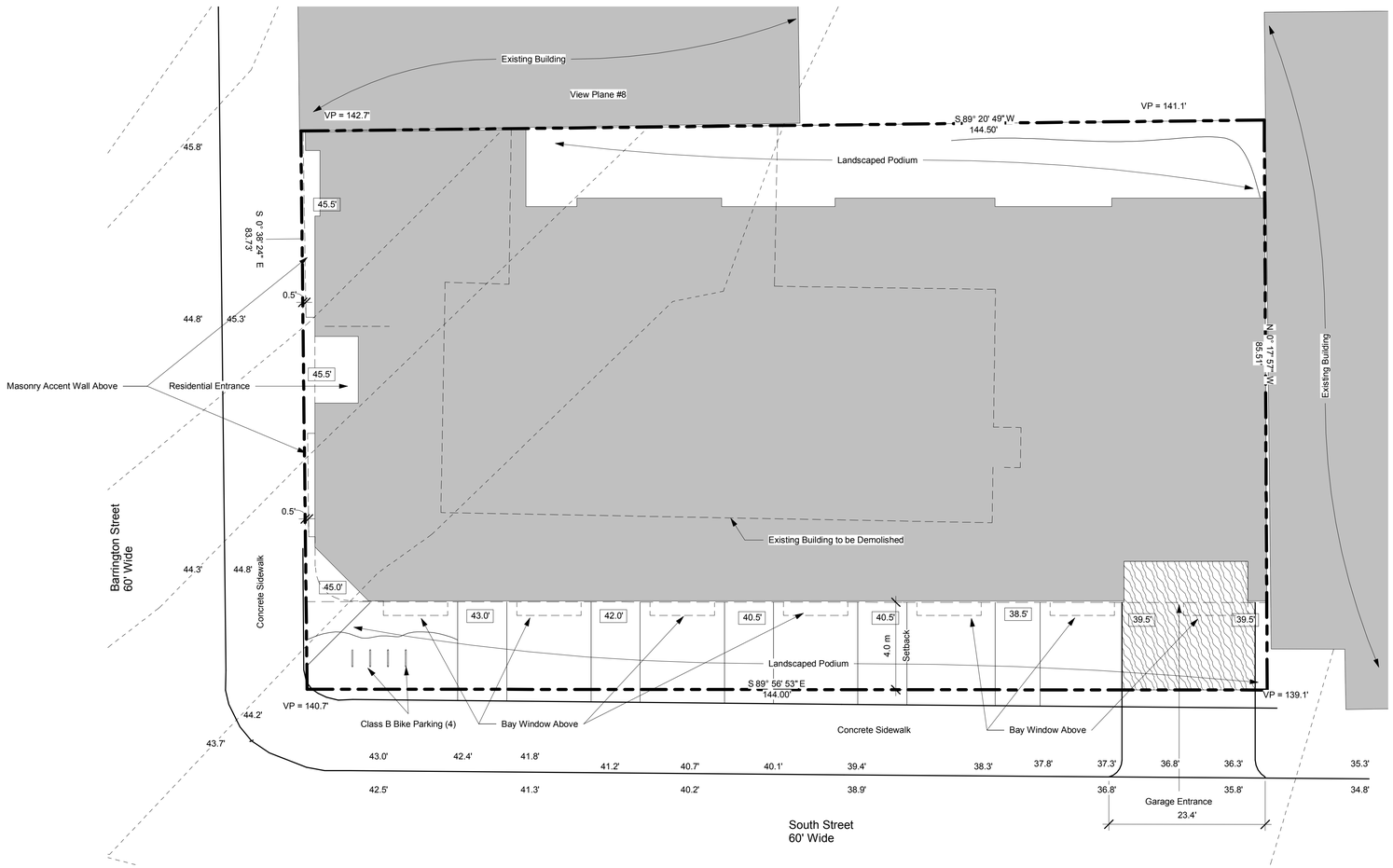

1 Site
1" = 10'-0"

LEGEND:

32.1'	Existing Grade
32.1'	Proposed Grade

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GRAPHIC SCALE
0 10 20 30 40

Plan North
True North

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

Site Plan

Scale	1" = 10'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A1.0

Project number	2979

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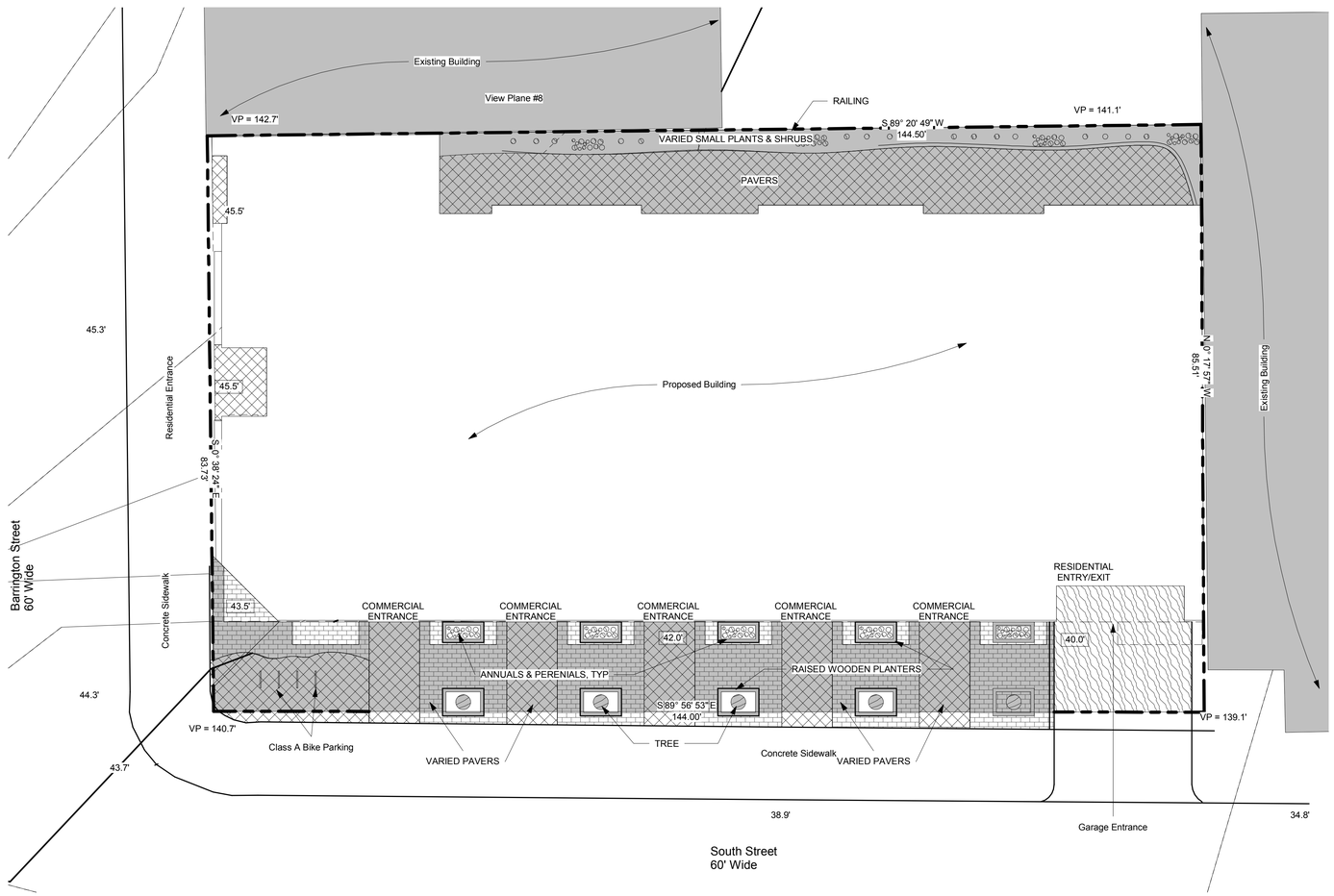
CALCULATED LANDSCAPED OPEN SPACE AREA INDICATED IN DARK GREY.



1 Landscape Plan
1" = 10'-0"

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

Landscape Plan

Scale	1" = 10'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A1.1

Project number 2979

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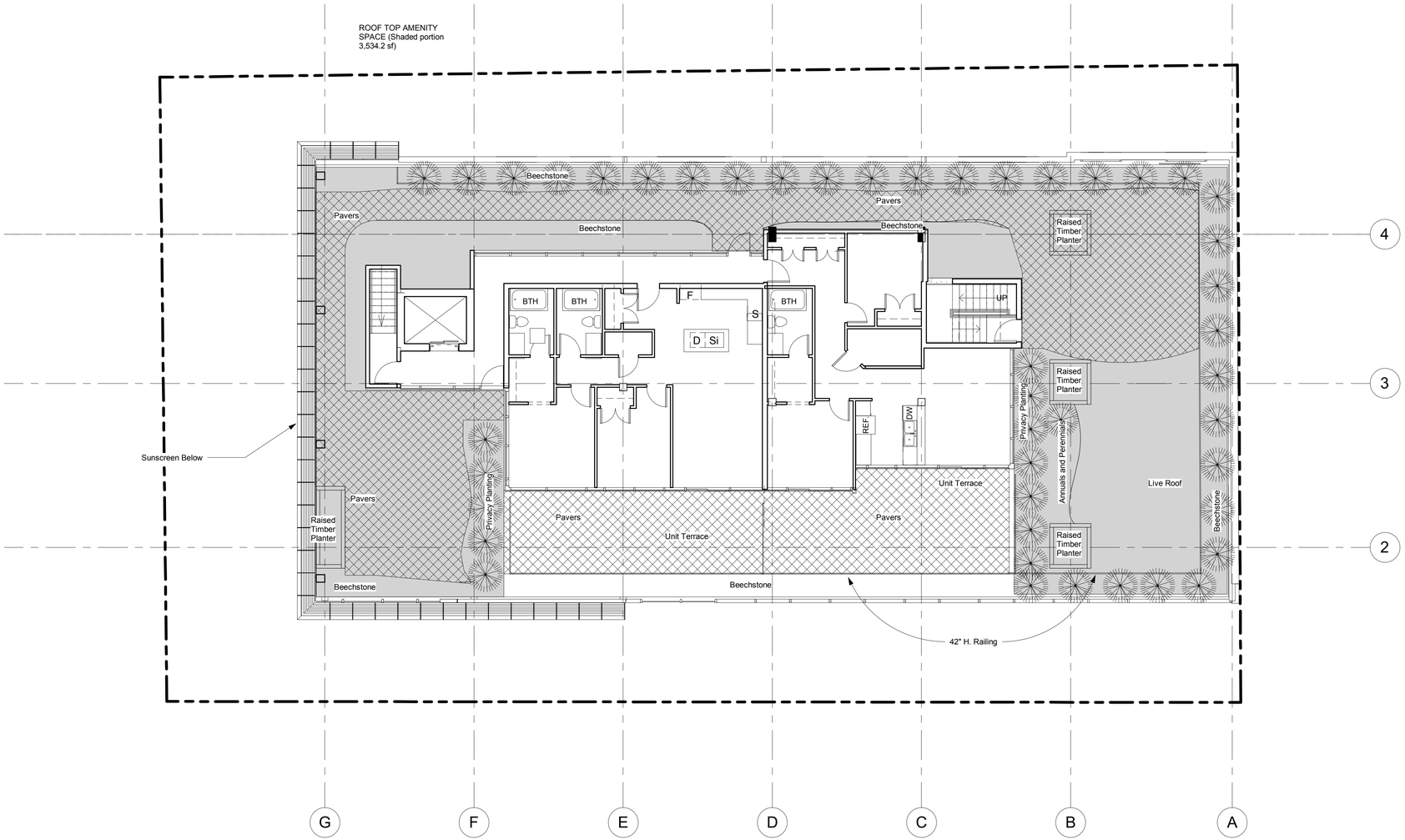

1 Level 6 - Penthouse Landscape
1/8" = 1'-0"

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

Roof Top Landscape Plan

Scale	1/8" = 1'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A1.2

Project number	2979

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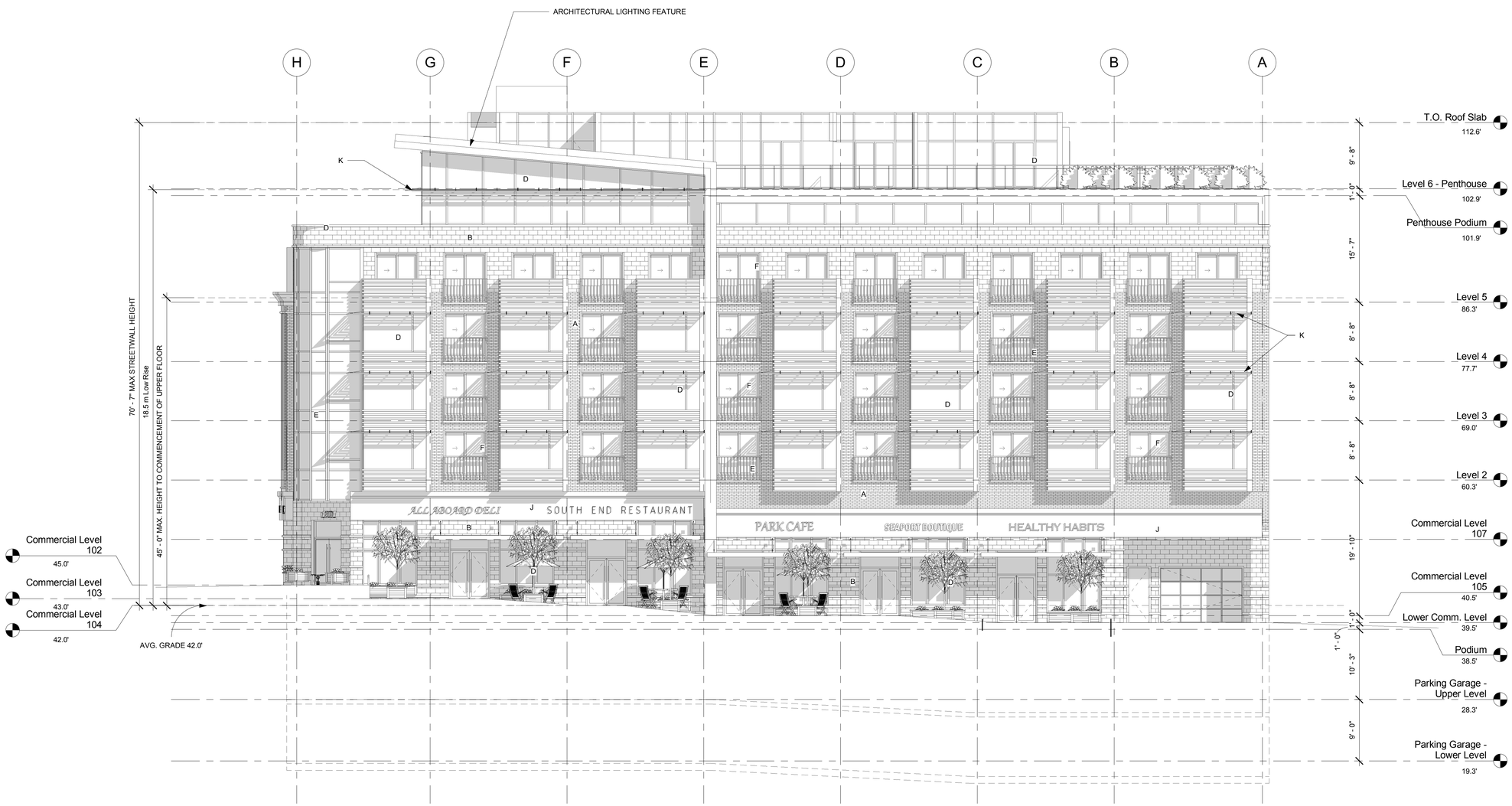
NOTES
A - MASONRY 1
B - MASONRY 2
C - METAL PANEL (W/O EXPOSED FASTENERS) OR CERAMIC PANEL TYPE 1
D - ALUMINUM GLASS CURTAIN OR WINDOW WALL
E - 42" HIGH ALUMINUM RAILING
F - VINYL WINDOWS/DOORS
G - FIBRE CEMENT SIDING
H - FIBRE CEMENT TRIM
I - METAL PANEL (W/O EXPOSED FASTENERS) OR CERAMIC PANEL TYPE 2
J - METAL SIGN BAND
K - METAL SUNSCREEN



1 South
1/8" = 1'-0"

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Proposed
Commercial/Residential
5185 & 5189 South
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For:Principal
Development Ltd

South Elevation

Scale	1/8" = 1'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

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Project number	2979

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NOTES
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B - MASONRY 2
C - METAL PANEL (W/O EXPOSED FASTENERS) OR CERAMIC PANEL TYPE 1
D - ALUMINUM GLASS CURTAIN OR WINDOW WALL
E - 42" HIGH ALUMINUM RAILING
F - VINYL WINDOWS/DOORS
G - FIBRE CEMENT SIDING
H - FIBRE CEMENT TRIM
I - METAL PANEL (W/O EXPOSED FASTENERS) OR CERAMIC PANEL TYPE 2
J - METAL SIGN BAND
K - METAL SUNSCREEN

1 West - Barrington
1/8" = 1'-0"

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

West Elevation

Scale	1/8" = 1'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A4.1

Project number 2979

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1 North
1/8" = 1'-0"

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REGISTERED MEMBER
Original Signed
ASSOCIATION OF ARCHITECTS

No.	Description	Date
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3	Driveway Relocated/Landscape Open Space	3/3/2016
4	Penthouse Roof Revision	4/25/2016
5	Clerestory Redesign	5/17/2016
	Submitted for Planning Application	6/15/2016
6	Revised per HRM Comments	7/19/2016
8	Revised per HRM Comments	9/27/2016
10	Revised per DRC Comments	11/18/2016

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

North Elevation

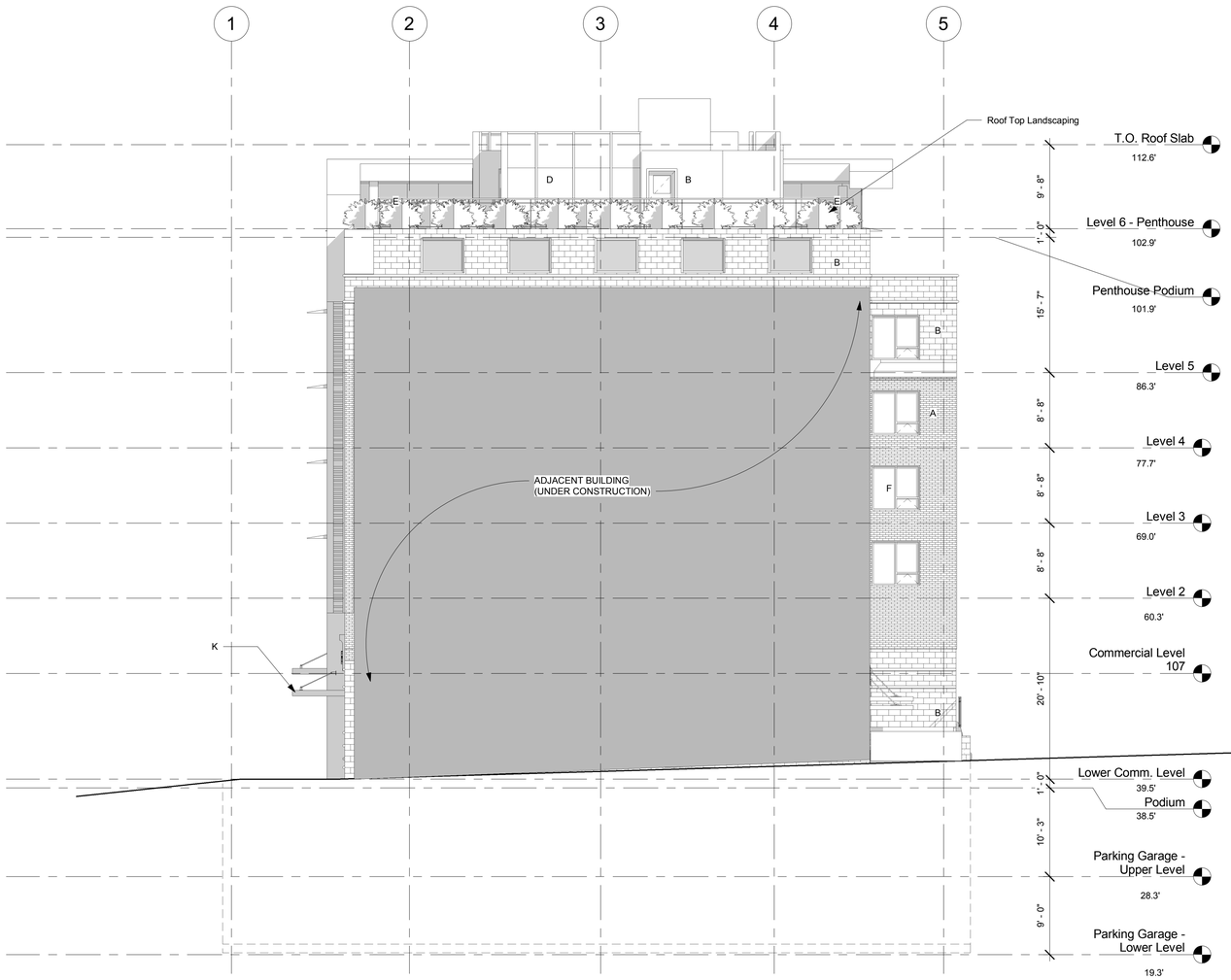
Scale	1/8" = 1'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A4.2

Project number	2979

11/17/2016 5:01:41 PM

NOTES
A - MASONRY 1
B - MASONRY 2
C - METAL PANEL (W/O EXPOSED FASTENERS) OR CERAMIC PANEL TYPE 1
D - ALUMINUM GLASS CURTAIN OR WINDOW WALL
E - 42" HIGH ALUMINUM RAILING
F - VINYL WINDOWS/DOORS
G - FIBRE CEMENT SIDING
H - FIBRE CEMENT TRIM
I - METAL PANEL (W/O EXPOSED FASTENERS) OR CERAMIC PANEL TYPE 2
J - METAL SIGN BAND
K - METAL SUNSCREEN



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

East Elevation

Scale	1/8" = 1'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A4.3

Project number 2979

11/17/2016 5:14:30 PM

Design Rationale

Proposed Commercial/Residential

Barrington Street & South Street

Halifax, Nova Scotia

Prepared By: Paul Skerry Associates Limited

Prepared For: Principal Development Ltd.

Table of Contents

References

-Downtown Halifax Land Use By-Law

-Schedule S-1 Design Manual

Current Site Conditions

Currently occupying the property is a three storey, wood framed residential and commercial use building known as the Elmwood. Built in the 1820's in a Victorian architectural style, the estimated height of the building is around 45-50', and is situated approximately 30' back from South Street and 20' from Barrington Street. 17 residential units with 945 square feet of commercial space occupy the 12,203 square foot lot. Tree-lined Cornwallis Park is conveniently located across South Street. Adjacent properties include a few two storey buildings and a six storey development along Barrington Street. A four storey office building is catty-corner to the site, though could be replaced by a nine storey building (including penthouse) which is currently in the planning stages. Along South Street, a seven storey development (including penthouse) of similar scale as this proposal, is under construction.

Design Rationale

The proposed six-storey (including penthouse) development brings a mix of commercial and residential spaces to a prominent street corner downtown. Proposal includes 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 within walking distance to a variety of amenities and attractions of the urban centre including schools, Citadel Hill, grocery store, multiple restaurants, the downtown business district, Cornwallis Park, train station, amongst other amenities. Bus stops are conveniently located near the building for easy access throughout the city without use of a vehicle.

With the approved seven storey proposal next door (South + Hollis), eight storey 1190 Barrington (yet to be approved by HRM), W Lofts & Vic Suites close by, the proposal is looking to contribute the trend of invigorating downtown with a twenty-first century design. The five storey street-wall with the three storey bay windows maintains 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. Uses for this area include trees and planters with pavers allowing for patio space or fruit & vegetable displays, etc. The proposal uses high quality materials with articulation of the facade on the street wall for aesthetic appeal. The design has evolved from using mostly aluminum curtain wall to a masonry building with curtain wall accents. Using masonry appropriately reflects the historic neighbourhood. A smooth Shouldice-type masonry is proposed at ground level for a strong grounded look with a soft feel with the light-coloured face. Entry to the residential lobby is clearly defined with a unique sign-band and use of the same architectural block as at ground level. The distinguishable residential entry also helps break up the building mass on the second to fourth floors which are clad in a traditional brick masonry, with a rhythm of curtain wall windows. The bay windows along South Street indicate individual units. The fifth floor facade returns to the Shouldice-type block masonry indicating vertical termination of the street-wall. Trees, planters, and a projecting awning help improve the pedestrian experience from direct sunlight off South Street. All these strategies intend to help the building with a sense of belonging in the neighbourhood while appropriately framing Cornwallis Park.

An interesting focal point of the design is the architectural band running vertical on the South Street elevation. This metal cladded band helps break up the building mass and transitions ground level commercial to step with the natural grade. As you move your eye upwards, the band angles to the left, creating an awning for the clerestory over the fifth floor units and a parapet above glazing featuring a city view from the outdoor amenity space. At night, the band will illuminate with use of LED lighting, providing a visual presence to Halifax's nightlife.

People want to move back to the cities, this means the redevelopment of older neighbourhoods with intensive human use. The commercial area will house multiple units to attract locals and passer-by's to the area and invite them to use the space with leisure inside or out. The residential portion will consist of one, two, and three bedroom apartments marketing a wide range of user types from students to families. Overall, this building will help boost the area economically and socially, and will hopefully 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 leisure or shopping.

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 39.5' to a maximum of 45.5'. Hence, the average grade is listed at 42.0'. The existing facade measures at 55.8' (17.0m) along Barrington Street & 60.7' (18.5m) Along South Street, framing Cornwallis Park.

3.2 Pedestrian Streetscapes

3.2.1 Design of the Streetwall

3.2.1(a) The street wall facade is articulated with material changes creating a clear vertical rhythm. The vertical architectural band along South Street helps break up the horizontal mass of the building and provides an opportunity to step the pedestrian scale of the commercial space with the sloping topography. Also along South Street, aluminum curtain wall extrudes 2'-0" from the masonry facade creating bay windows for the units and an indentation of individual units from the exterior. These three storey bay windows also provide a shadow line creating a sense of depth to the building. As the building rounds onto Barrington Street, the curtain wall rhythm is still present, but articulated differently. Instead of bay windows, three stories of

masonry brick extrudes from the visual building face, creating its own unique building experience while continuing the importance of shadow lines.

3.2.1(b) Street wall is designed to occupy 100% of the property's allowable frontage.

3.2.1(c) Both Barrington and South Street has a 60' Right-of-Way. The street wall height is proposed at 55'-8" to be of similar proportion of the street width and an appropriate height consistent with the South + Hollis project currently under construction.

3.2.1(e) Looking at Halifax architecture as a whole, masonry has a prevalent role in building facades. From the surrounding contexts of the Westin Hotel and several historic buildings along Barrington Street, to the Hydrostone. A Shouldice-type masonry is proposed as the base and top material. This masonry is of high quality used in other buildings such as Bishop's Landing, The Vic, and Mother's Pizza. Additional details including an extruded horizontal band breaks up the wall for an esthetically pleasing look. This material gives the building a strong base and the smooth finish with landscaping will provide a warm, inviting experience for potential commercial customers. The upper floor is clad with brick masonry for a horizontal articulation of the building, and providing a clear distinction of change in building uses. The brick will be a shade of red to blend in with the surrounding neighbourhood. The brick will be topped with an architectural cornice signaling the end of the brick material and extruded potion of street wall along Barrington.

3.2.1(f) Street walls provide a constant rhythm of large wide glazing and entryways for engagement and transparency of the building throughout the building face.

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 signband and use of materiality.

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) Majority of retail entries are from South Street wand one commercial unit off Barrington.

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 a change in the architectural material treatment.

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 and Barrington.

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 Shouldice-type masonry, glazed storefront entryways, metal sign band and awnings.

Middle: The second through fifth floors clad with masonry representing the residential units with individual vertical 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 angled metal clad band at roof level catches your eye as an unique architectural element which illuminates at night for a dynamic visual structure day and night. The band also symbolizes the vertical termination of the building.

3.3.1(b) With use of masonry as the primary cladding material, the street wall respects downtown Halifax's context, tradition, and history as so many structures use this material for its' look and longevity. By using masonry of high quality and introduce a rhythm of glazing to differentiate the look, the proposal fits into the city and the evolving area around Cornwallis Park.

3.3.1(c) The visual breakup of the building mass is one of the main concepts of the design. Architectural variety has been instituted with a simple mix of materiality along with articulating the mass of the building, particularly the street walls, with a method of pushing and pulling the facade for a three-dimensional look. Horizontal bands are slightly projected at the ground level and sixth storey providing architectural intrigue and breaking up the block masonry. Masonry colour will help differentiate the masonry types.

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 two type of masonry, curtain wall, and metal panel on the front for their aesthetic quality and longevity. Materials will wrap around the corners for a unified building image.

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

3.3.2(d) Building corners are of continuous material and articulation. Materials will not end at corners.

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 sign band and exterior wall materials 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 facade s 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 at the back bay from South Street. Architects, city planners and traffic engineers preferred this location over an entrance off of Barrington Street due to close proximity from street intersection.

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.

Case 20660 - Attachment C-1 - Lower Parking Garage and Floor Plans

NOTE:
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-SEE MECHANICAL & ELECTRICAL DRAWINGS FOR LOCATION & SIZE OF ALL HOLES IN FOUNDATION WALLS & STRUCTURAL SLABS. (SOME HOLES ARE INDICATED ON ARCHITECTURAL, FOR FINAL LOCATIONS/SIZE SEE MECH./ELECT. DWGS.)

-ALL PARKING LINES/#'S/NO PARKING LINES TO BE PAINTED ON SLAB (YELLOW)

-ALL PARKING (HANDICAP) LINES/#'S/DESIGNATION TO BE PAINTED ON SLAB (BLUE)

-STORAGE CUBICLES ALSO USED FOR BICYCLE STORAGE

1 Parking Garage - Lower Level
1/8" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

GRAPHIC SCALE
0 8 16 24 32

True North

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For:Principal
Development Ltd

Lower Parking Garage Plan

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Drawn by	GJ
Checked by	PS

A2.0

Project number 2979

11/16/2016 4:11:20 PM

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1 Parking Garage - Upper Level
1/8" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

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

Upper Parking Garage
Plan

Scale	1/8" = 1'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A2.1

Project number 2979

11/16/2016 4:24:54 PM

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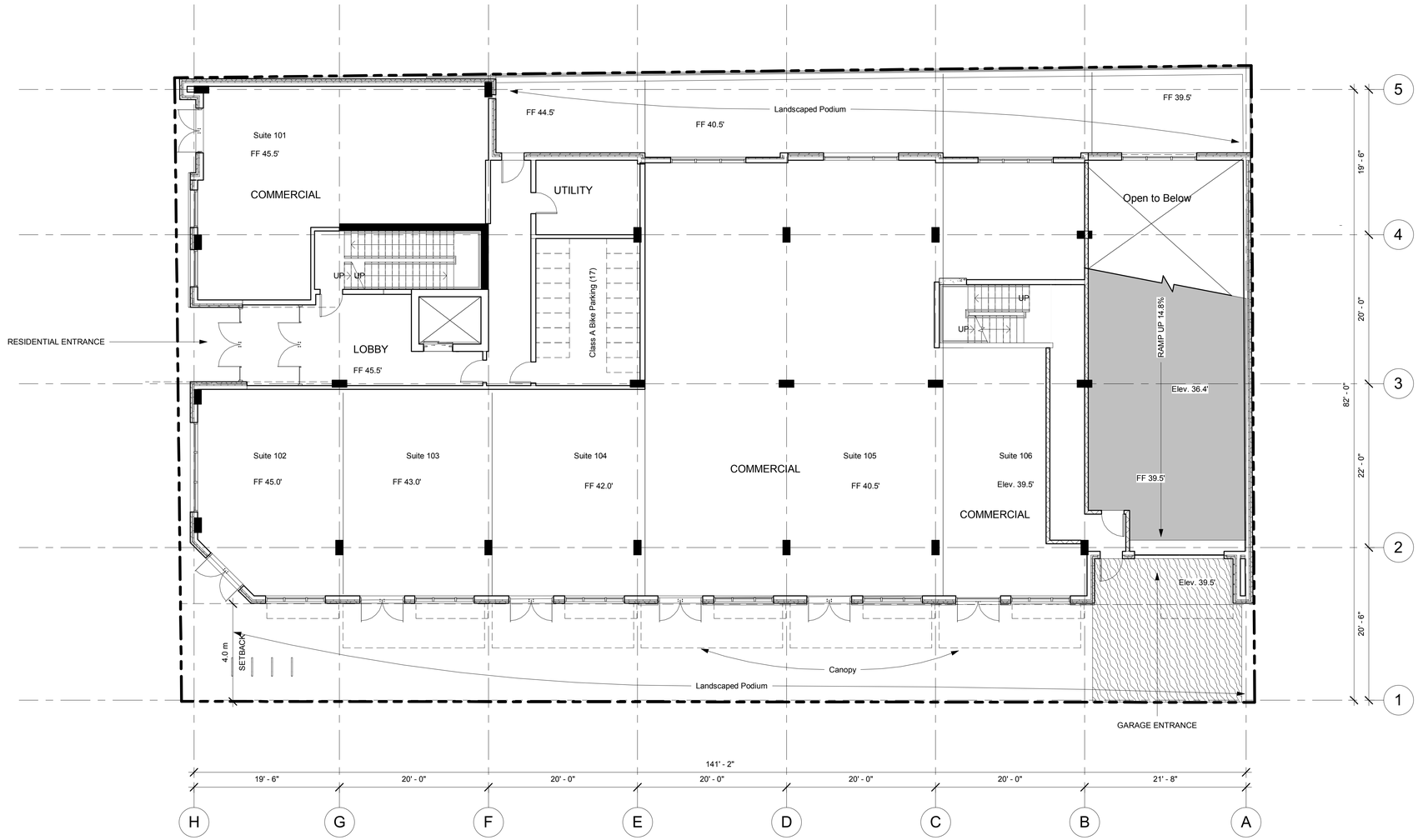

1 Ground Floor Plan
1/8" = 1'-0"

PRELIMINARY
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GRAPHIC SCALE
0 20 40 60 80

True North

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First Floor Plan

Scale	1/8" = 1'-0"
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Drawn by	GJ
Checked by	PS

A3.0

Project number 2979

11/17/2016 9:51:47 AM

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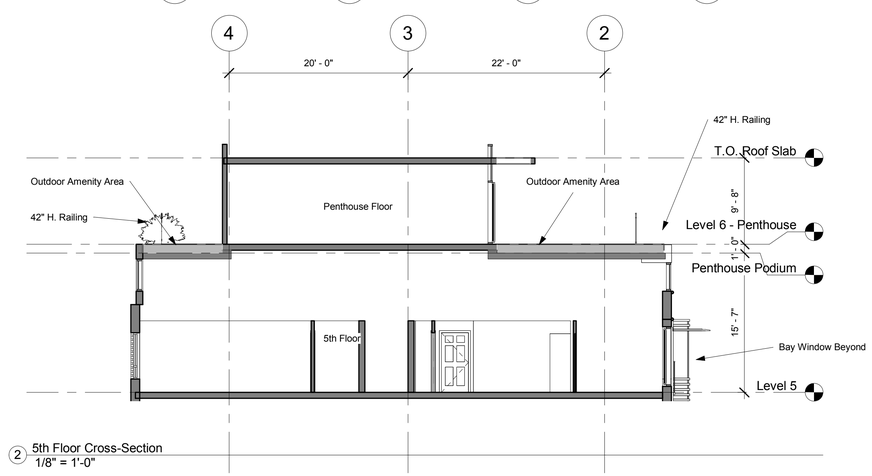

2 5th Floor Cross-Section
1/8" = 1'-0"

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GRAPHIC SCALE
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email: drawing@pskerry.ca

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1) THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL ALL DIMENSIONS ON SITE & REPORTING ANY DISCREPANCY TO THE ARCHITECT BEFORE PROCEEDING.

2) DO NOT SCALE FROM DRAWINGS USED FIGURED DIMENSIONS.

3) DRAWING REPRESENTATIONS MAYBE IN VARIANCE W/ DETAILED SPECS. & SCHEDULES, IN WHICH CASE SPECS. & SCHEDULES OVERRIDE THE DRAWINGS.

4) CHANGES FROM THESE PLANS & SPECS. MUST BE AGREED TO IN WRITING, & APPROVED BY THE ARCHITECT & OWNER, BEFORE PROCEEDING.

5) ONLY THOSE DRAWINGS MARKED APPROVED FOR CONSTRUCTION, ARE TO BE USED FOR CONSTRUCTION.

6)THESE DRAWINGS ARE TO BE READ IN CONJUNCTION W/ THE SPECS.

REGISTERED MEMBER
Original Signed
ASSOCIATION OF ARCHITECTS

No.	Description	Date
	Issued for Pre Application	10/9/2015
3	Driveway Relocated/Landscape Open Space	3/3/2016
	Submitted for Planning Application	6/15/2016
6	Revised per HRM Comments	7/19/2016
9	Bay Window Reduced	10/05/2016
10	Revised per DRC Comments	11/18/2016

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

Second - Fifth Floor Plan

Scale	1/8" = 1'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A3.1

Project number 2979

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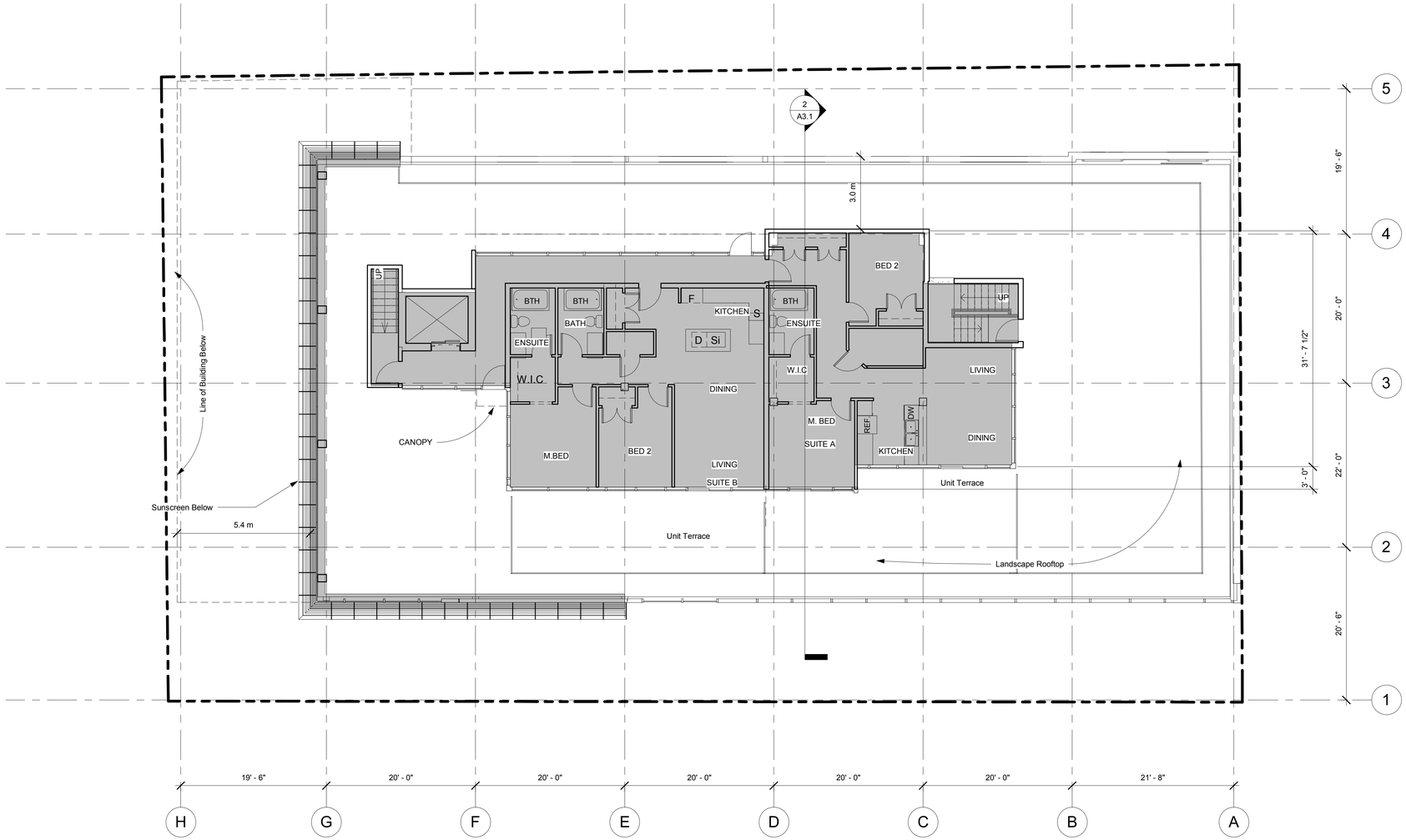
NOTE:
-STRUCTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ARCHITECTURAL DRAWINGS.
(REPORT ANY DISCREPANCIES IMMEDIATELY)

-SEE MECHANICAL & ELECTRICAL DRAWINGS FOR LOCATION & SIZE OF ALL HOLES IN FOUNDATION WALLS & STRUCTURAL SLABS. (SOME HOLES ARE INDICATED ON ARCHITECTURAL, FOR FINAL LOCATIONS/SIZE SEE MECH./ELECT. DWGS.)

TOP FLOOR SqFt = 8,436 sf
ALLOWED 30 % = 2,531 sf
TOTAL SqFt FOR PENTHOUSE = 2,527 sf (shaded area)

SUITE A = 843 sf
SUITE B = 908 sf



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

PRELIMINARY
NOT FOR CONSTRUCTION

GRAPHIC SCALE
0 20 40 60 80

Paul Skerry Associates Ltd.
ARCHITECTS
5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

PAUL SKERRY ASSOCIATES
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fax: 902-455-7778
email: drawing@pskerry.ca

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REGISTERED MEMBER
Original Signed
ASSOCIATION OF ARCHITECTS

No.	Description	Date
	Issued for Pre Application	10/9/2015
2	Revised per HRM Comments	2/5/2016
4	Penthouse Roof Revision	4/25/2016
5	Clerestory Redesign	5/17/2016
	Submitted for Planning Application	6/15/2016
6	Revised per HRM Comments	7/19/2016
7	Revised per HRM Comments	8/19/2016
8	Revised per HRM Comments	9/27/2016
10	Revised per DRC Comments	11/18/2016

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

Penthouse Plan

Scale	1/8" = 1'-0"
Date	11/18/2016
Drawn by	GJ
Checked by	PS

A3.2

Project number	2979

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CANNON BREWERY
1203
ALL ABOARD DELI


CANNON BREWERY
1203
1201
SOUTH END RESTAURANT


ALL ABOARD DELI
SOUTH END RESTAURANT
PARK CAFE
SEAPORT BOUTIQUE
HEALTHY HABITS

EKISTICS PLANNING & DESIGN
Landscape Architecture | Engineering
1 Starr Lane, Dartmouth, NS
Canada, B2Y 4V7 | 902.461.2525
www.ekistics.net

September 7, 2016

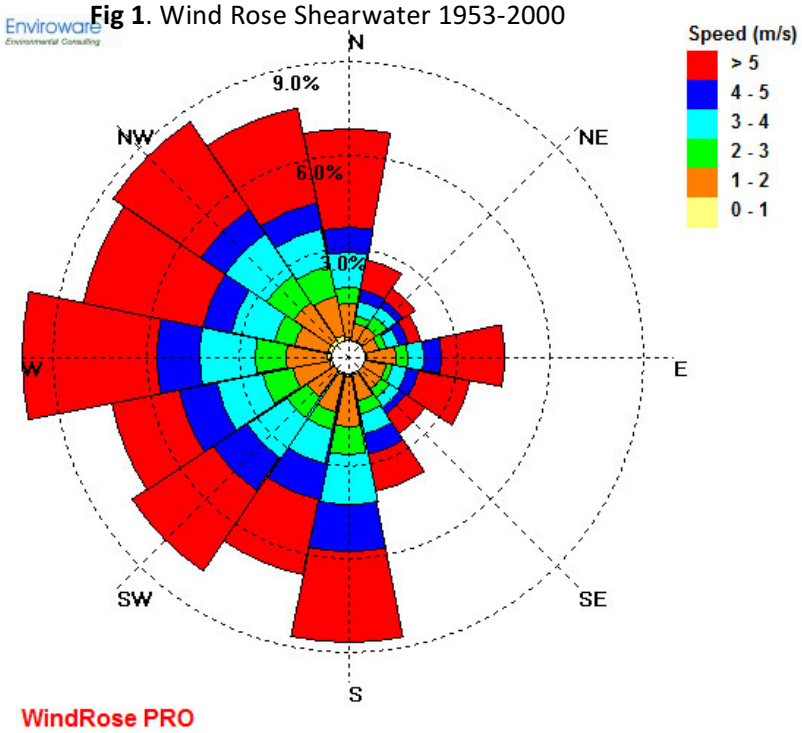
HRM Planning & Development
Eastern Region, Alderney Gate
40 Alderney Drive, 2nd Floor
Dartmouth, NS

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 neigbourhood. 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.

Fig 1. Wind Rose Shearwater 1953-2000



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 Fig 2. Shows this pattern in the context of the site.

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.

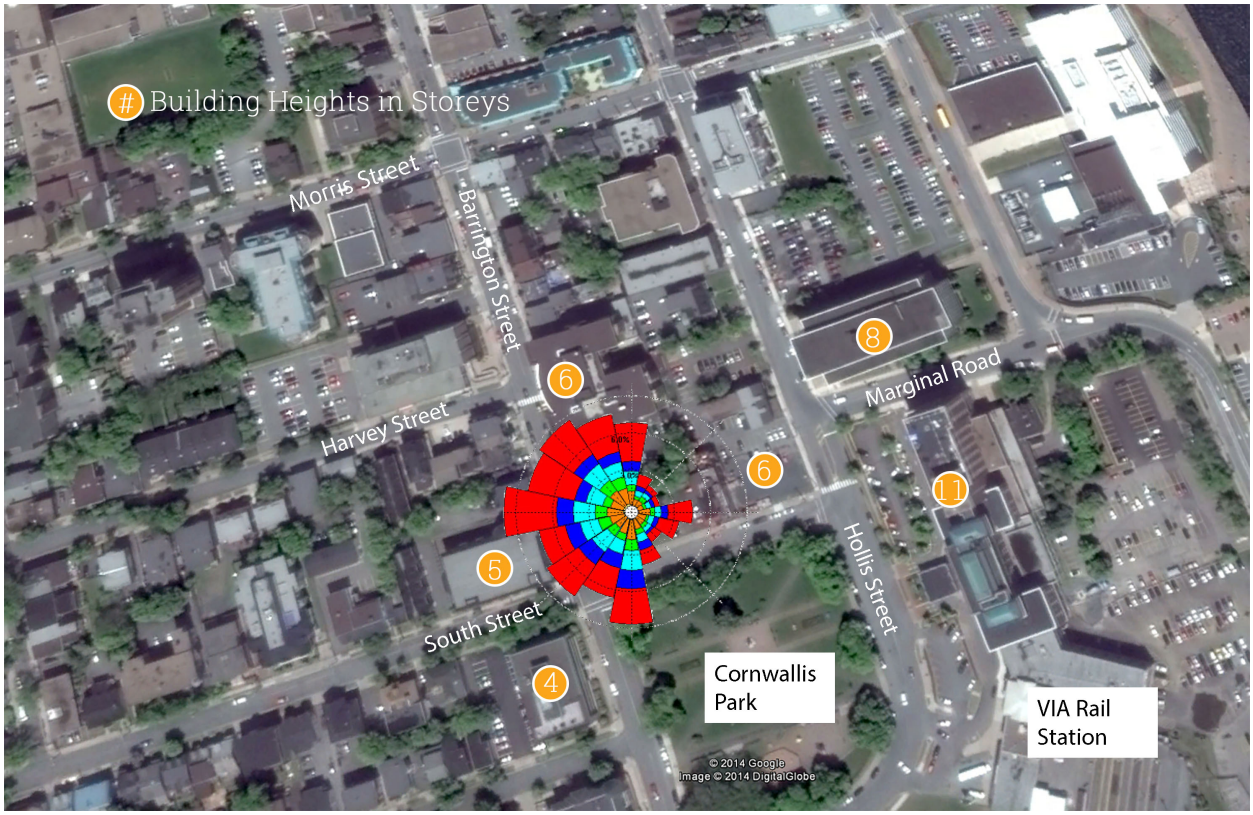
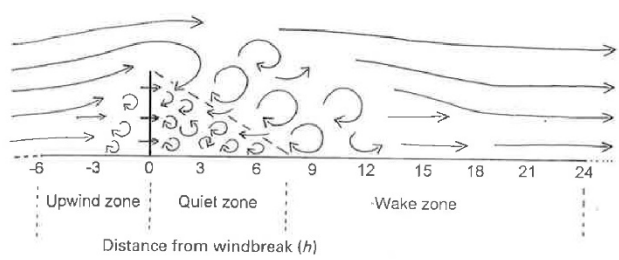


Fig 2. Wind Rose overlaid on the site

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.



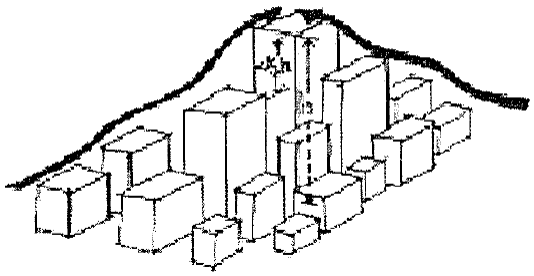
Zones with altered airflow caused by a windbreak. Vertical dimension is magnified for illustration. Vertical line indicates windbreak; h = height of windbreak. Large eddies = strong turbulence. Uninterrupted airflow in the open is to the left of the upwind zone, and to the right of the wake zone. Widths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

Fig 3. Windbreak Diagram

The 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.

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.

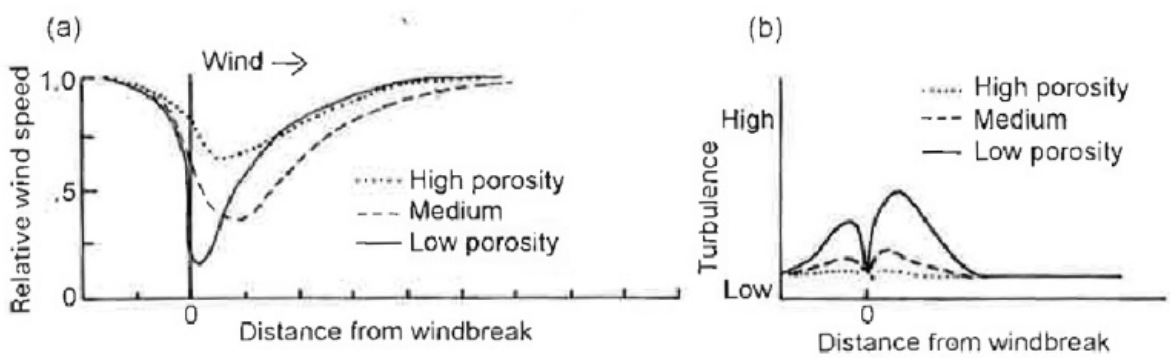
In the winter, the prevailing winds shift and come from the west, north-west, and north. Fronting the study site is Cornwallis Park to the south. Winter gusts and eddies may be noted in Cornwallis Park as a result of this development. This impact may be somewhat mitigated by the mature trees that edge 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 the 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 wine comes from the north of north-east. This occurs less than 10% of the time.

While wind turbulence is generated by structures on the lee side, wind speed in 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

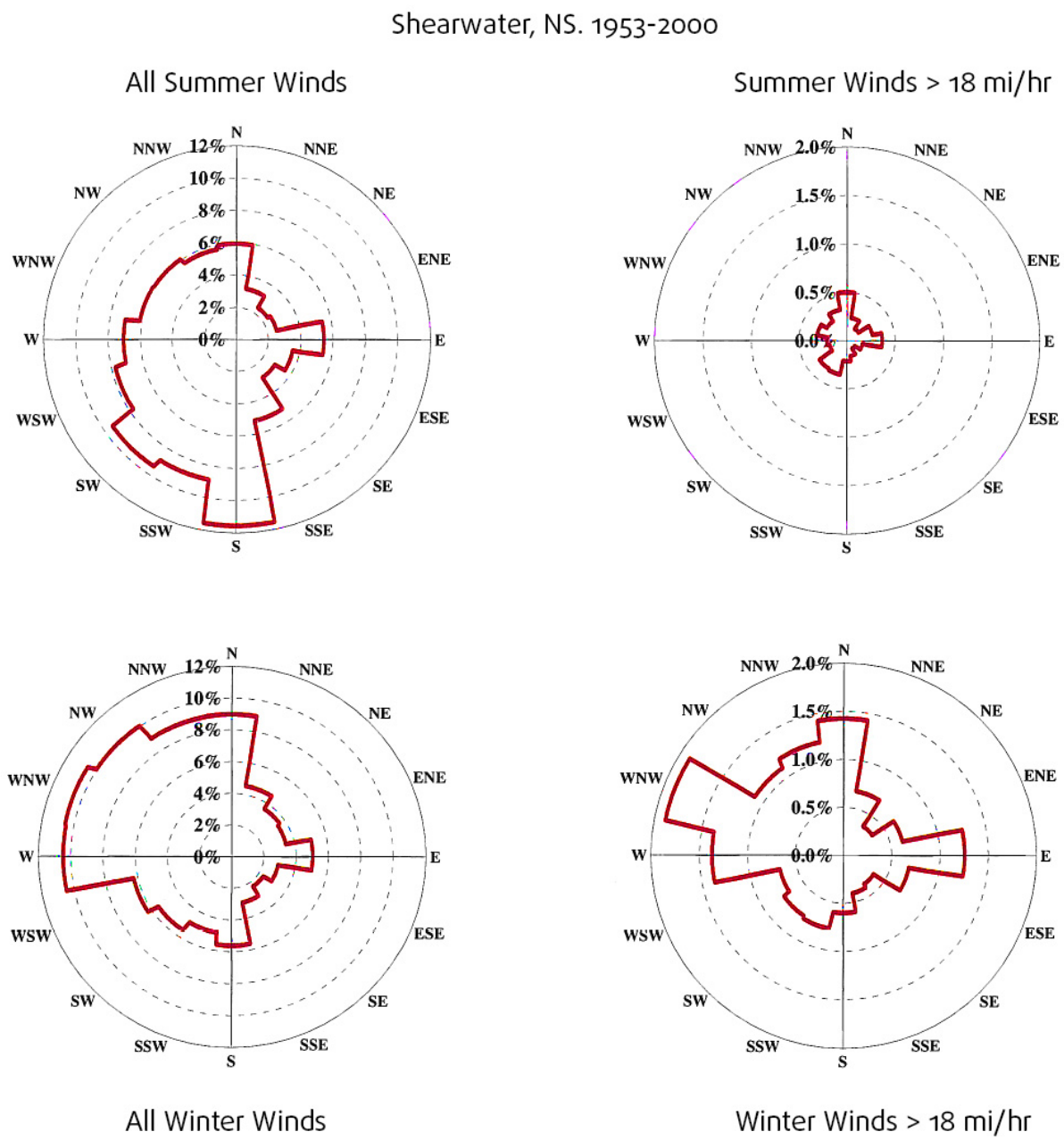


Fig 5. Wind Rose frequencies during 4 seasons

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