

HALIFAX

P.O. Box 1749
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Item No. 8.1.1
Design Review Committee
July 7, 2016

TO: Chair and Members of Design Review Committee

Original signed by

SUBMITTED BY:

Bob Bjerke, Chief Planner and Director of Planning and Development

DATE: June 20, 2016

SUBJECT: Case 20374: Substantive Site Plan Approval – 5673-5681 Brenton Place and
1448-1468 Brenton Street, Halifax

ORIGIN

Application by W.M. Fares Group

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 the mixed-use development at 5673-5681 Brenton Place and 1448-1468 Brenton Street, Halifax, as shown on Attachment A;
2. Approve the requested variances to the Streetwall Height, Maximum Tower Width and Land Uses at Grade (ground-floor height), as shown in Attachments A, B and C;
3. Accept the findings of the qualitative Pedestrian Wind Assessment, as contained in Attachment D; and
4. Recommend that the Development Officer accept public art as the post-bonus height public benefit for the development.

BACKGROUND

An application has been received from W. M. Fares Group for substantive site plan approval to enable the development of a mixed-use building at 5673-5681 Brenton Place and 1448-1468 Brenton Street, 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 in order to assist the Committee in their decision.

Subject Site	A corner site consisting of six properties, each containing one building, at 5673-5681 Brenton Place and 1448-1468 Brenton Street, Halifax
Location	At the northwest corner of Brenton Place and Brenton Street
Zoning (Map 1)	DH-1 (Downtown Halifax) Zone
Total Size	2,112 square metres (22,730 square feet)
Site Conditions	Each property is currently developed, with topography providing a gentle downward slope towards a low point in the southeast
Current Land Use(s)	Includes six buildings: <ul style="list-style-type: none"> • Four low-rise residential buildings, each containing apartments; and • Two low-rise buildings containing a mix of commercial uses and apartments.
Surrounding Land Use(s)	Surrounded by a mixture of intensive commercial and high density residential uses, including: <ul style="list-style-type: none"> • Retail stores and restaurants along Spring Garden Road to the north, South Park Street to the west and mixed-uses on Brenton Street to the east, including Charter House condominiums; and • The Trillium condominium tower to the immediate west, which consists of residential units, retail spaces and restaurants, and the Park Victoria apartments across Brenton Place to the south.

Project Description

The project involves the construction of a mixed-use development as follows:

- Overall height of 16 storeys plus a 1-unit penthouse on the top floor;
- A total of 162 residential units;
- Approximately 1,212 square metres (13,050 square feet) of commercial floor space at street level with pedestrian access points along each street and separate residential lobby area;
- Two underground parking levels containing 92 vehicular parking spaces in addition to bicycle parking, with driveway access from Brenton Place;
- Landscaped areas at grade abutting sidewalks and to the rear of the building, on residential terraces, and at rooftop levels (penthouse level and communal amenity space on level 12); and
- Exterior cladding materials which include glass window wall and curtain wall systems, high-pressure laminate (HPL) panels (glossy and matte finishes), aluminum frames, glass/ metal canopy and glass balconies with metal railings. The side and rear elevations will also incorporate brick/ stone veneer or ceramic tile.

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

Regulatory Context

With regard to the Downtown Halifax Secondary Municipal Planning Strategy (DHSMPs) and the Downtown Halifax LUB, the following are relevant to note from a regulatory context:

- The site is within the DH-1 (Downtown Halifax) Zone and the Spring Garden Road Area (Precinct No. 3);
- The maximum pre-bonus height is 39 metres and the maximum post-bonus height is 49 metres;
- The required streetwall setback is "Setbacks vary" (0-1.5m and 0-4.0m); and
- The minimum streetwall height is 11 metres while the maximum height is 18.5 metres.

In addition to the above regulations, the Design Manual of the Downtown Halifax LUB contains guidance regarding the appropriate appearance and design of buildings.

Role of the Development Officer

In accordance with the Substantive Site Plan Approval process, as set out in the Downtown Halifax LUB, the Development Officer is responsible for determining if a proposal meets the land use and built form requirements of the Downtown Halifax LUB. The Development Officer has reviewed the application and determined it to be in conformance with these requirements, with the exception of the streetwall height, maximum tower width and land uses at grade (ground-floor height) requirements. The applicant has requested variances to these elements (Attachment C).

Role of the Design Review Committee

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

1. Determine if the project is in keeping with the Design Manual;
2. Determine whether the requested variances are to be granted;
3. Determine if the project is suitable in terms of expected wind conditions on pedestrian comfort; and
4. Provide advice to the Development Officer with respect to the acceptability of the proposed post-bonus height public benefit categories.

DISCUSSION

Design Manual Guidelines

As noted above, the Design Manual contains a variety of building design conditions that are to be met in the development of new buildings and modifications to existing buildings as follows:

- Section 2.3 of the Design Manual contains design guidelines that are to be considered specifically for properties within Precinct No. 3; and
- Section 3.6 of the Design Manual specifies conditions in which variances to certain Land Use By-law requirements may be considered.

An evaluation of the general guidelines and the relevant conditions as they relate to the project are found in a table format in Attachment F. 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, 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. These matters, identified as "Discussion" items, are considered as follows:

Canopies and Awnings - 2.3 c, 3.1.1 d, 3.2.3 b, 3.3.3 b & c

The Design Manual encourages canopies and awnings over the sidewalks abutting the project, as a means of providing weather protection for pedestrians. Canopies can also assist with wind mitigation (refer to *Wind Assessment* section below). A ground-level canopy is proposed over a portion of the building along Brenton Street and Brenton Place, wrapping around the corner. The main residential entrance on Brenton Street is recessed and protected from wind and weather. Additionally, portions of the building overhang the ground floor, providing added protection. As canopies and awnings are encouraged but not mandatory, except on pedestrian-oriented streets, staff advise that the presence of these elements meets the intent of the Design Manual.

Building Articulation and Design – 3.2.1 a, 3.3.1 a, 3.3.4 a & b

The Design Manual calls for the articulation of building facades by distinguishing the base, middle and top portions of buildings, providing a vertical rhythm which is in keeping with the character of narrow storefronts and by providing distinctive rooftops which contribute to the skyline. The proposed design responds to these concepts in the following ways:

- A series of stand-alone solid, projected volumes and “framed” volumes are separated by recessed glass “voids”, providing visual contrast and depth to the façade which is carried throughout the building’s base, middle and top;
- The projected solid and framed volumes are differentiated by use of different colours. The solid volumes will be white, but will also utilize variation through alternating matte and glossy finishes;
- In the building base, the solid volumes will take on alternating wedge-shaped forms, differentiating the base from the building’s middle;
- The design of the “top” incorporates characteristics of the base and middle, but is characterized and distinguished by a solid, uninterrupted mass, with fully glazed portions on the north and south elevations;
- The use of both vertical and horizontal rhythm in articulating the façade, which is consistent with a series of narrow storefronts, albeit in a contemporary manner;
- The use of subtle building lighting, such as recessed soffit lighting, up-lighting and the transparent nature of interior retail space lighting, to accentuate the design concept.

Vehicular and Service Access - 3.5.1 a & b

The Design Manual calls for the minimization of the impact of vehicular parking access points on the streetscape. There is only one vehicle entrance to the underground parking levels, to be located on Brenton Place along the western property line. At this location, the width of the driveway is minimized and the side wall of the building is set back from the sidewalk and contains openings which assist with visibility and safety. A traffic impact statement prepared by WSP Canada Inc. was reviewed by staff and determined to be acceptable. The proposal will also be reviewed in more detail at the permitting stage. The proposal complies with this requirement.

Variance Request

Three variances are being sought to the quantitative requirements of the Downtown Halifax LUB as follows:

Streetwall Height

Downtown Halifax LUB Section 9, Subsection (2) states that the maximum streetwall heights are to be in accordance with Map 7 of the By-law, which establishes a Maximum Streetwall Height of 18.5 metres on both Brenton Place and Brenton Street. As the building is currently proposed, between 1 to 2 metres (3 to 7 feet) of the streetwall exceeds the maximum allowable streetwall height.

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

- 3.6.3 *a. the streetwall height is consistent with the objectives and guidelines of the Design Manual; and c. the streetwall height of abutting buildings is such that the streetwall height would be inconsistent with the character of the street;*

The proposed additional streetwall height is relatively minor in nature with minimal impacts to abutting land uses. The existing streetwalls in the immediate area have inconsistent heights. The proposed streetwall height is consistent with that of the Spring Garden Place/ Charter House condominium across Brenton Street. However, other portions of the streetwall along Brenton Street and Brenton Place are, in many locations, lower than the minimum height of 11 metres. The existing streetwall is somewhat in transition, with the abutting, recently-approved development at 1474 Brenton Street taken into consideration. In this case, the proposed streetwall height is necessary to achieve the design theme of

solid, projected volumes and “framed” volumes separated by recessed glass “voids”, which results in the top of the sixth floor being located just above the maximum streetwall height. As such, the variance request can be considered to be consistent with the objectives and guidelines of the Design Manual.

Maximum Tower Width Variance

Section 10(10) of the LUB stipulates that any portion of a building above a height of 33.5m, as identified in Map 8, shall be a maximum width and depth of 38m. Within the proposed design, the exterior enclosed staircase on level 12 exceeds the maximum width by 5.8 metres (19 feet).

Section 3.6.7 of the Design Manual allows for a variance to the width of the building subject to meeting certain conditions as outlined in Attachment F. Of the potential conditions for a variance, this application is being considered under the following provisions:

- 3.6.7 a. *the maximum tower width is consistent with the objectives and guidelines of the Design Manual.*

The proposed exit staircase does not result in additional floor area and is required for building code purposes. It will not be visible from ground-level and will not result in a change to the appearance of the tower portion of the building. The proposed variance is consistent with the objectives of the Design Manual.

Land Uses at Grade (Ground Floor Height)

Section 8(13) of the LUB requires a minimum ground floor height of 4.5 metres (14.75 ft.). The ground floor height within the proposed development ranges between 5.5 metres (18 ft.) facing Brenton Street on the southern end, but reduces to 3.8 metres (12.5 feet) at the northern end of the building.

Section 3.6.15 of the Design Manual allows for a variance to the Land Uses at Grade requirements subject to meeting certain conditions as outlined in Attachment F. Of the potential conditions for a variance, this application is being considered under the following provisions:

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

Due to the long street frontage along Brenton Street and a drop in elevation of 2.1 metres (7 feet), the site poses difficulty in achieving a 4.5 metre floor height across its entire length. The proposal does include dropping the floor slab to meet grades, thereby not resulting in a sunken ground-floor condition. No variance is required along Brenton Place. The proposed reduction in the ground-floor height along Brenton Street is consistent with the objectives of the Design Manual.

Wind Assessment

A qualitative wind impact assessment was prepared by Rowan Williams Davies & Irwin Inc. (RWDI) for the project (Attachment D). 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. The concern with respect to wind conditions is whether the site, and in particular the surrounding sidewalks, will be comfortable for their intended usage. Wind conditions are rated in terms of relative comfort for different pedestrian activities that include “sitting”, “standing”, and “walking.”

The assessment concludes that there would be minimal changes to the wind conditions and level of comfort as a result of the project along Brenton Street and Brenton Place sidewalks, including in front of the abutting Trillium development. The proposed development and site design, which includes vertical recession of the upper storeys, recessed entrances, a large canopy and street trees, assists in mitigating any impacts.

Proposed Public Benefit

The LUB specifies a maximum pre-bonus height and a maximum post-bonus height. Projects that propose to exceed the maximum pre-bonus height are required to provide a public benefit. The LUB lists the required public benefit categories, and establishes a public benefit value that, with adjustments for inflation, is the equivalent of \$4.47 for every 0.1 square metres of gross floor area created by extending above the pre-bonus height. The maximum pre-bonus height for the proposal is 39 metres and the post-bonus height is 49 metres. The gross floor area to be gained is approximately 1,457 square metres. A preliminary calculation of the value of the required public benefit is approximately \$65,138. The applicant proposes that the public benefit category be the provision of public art.

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

Conclusion

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

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 December 16, 2015.

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	Requested Variance
Attachment D	Pedestrian Wind Assessment
Attachment E	Streetscape Elevations and Renderings
Attachment F	Design Manual Checklist

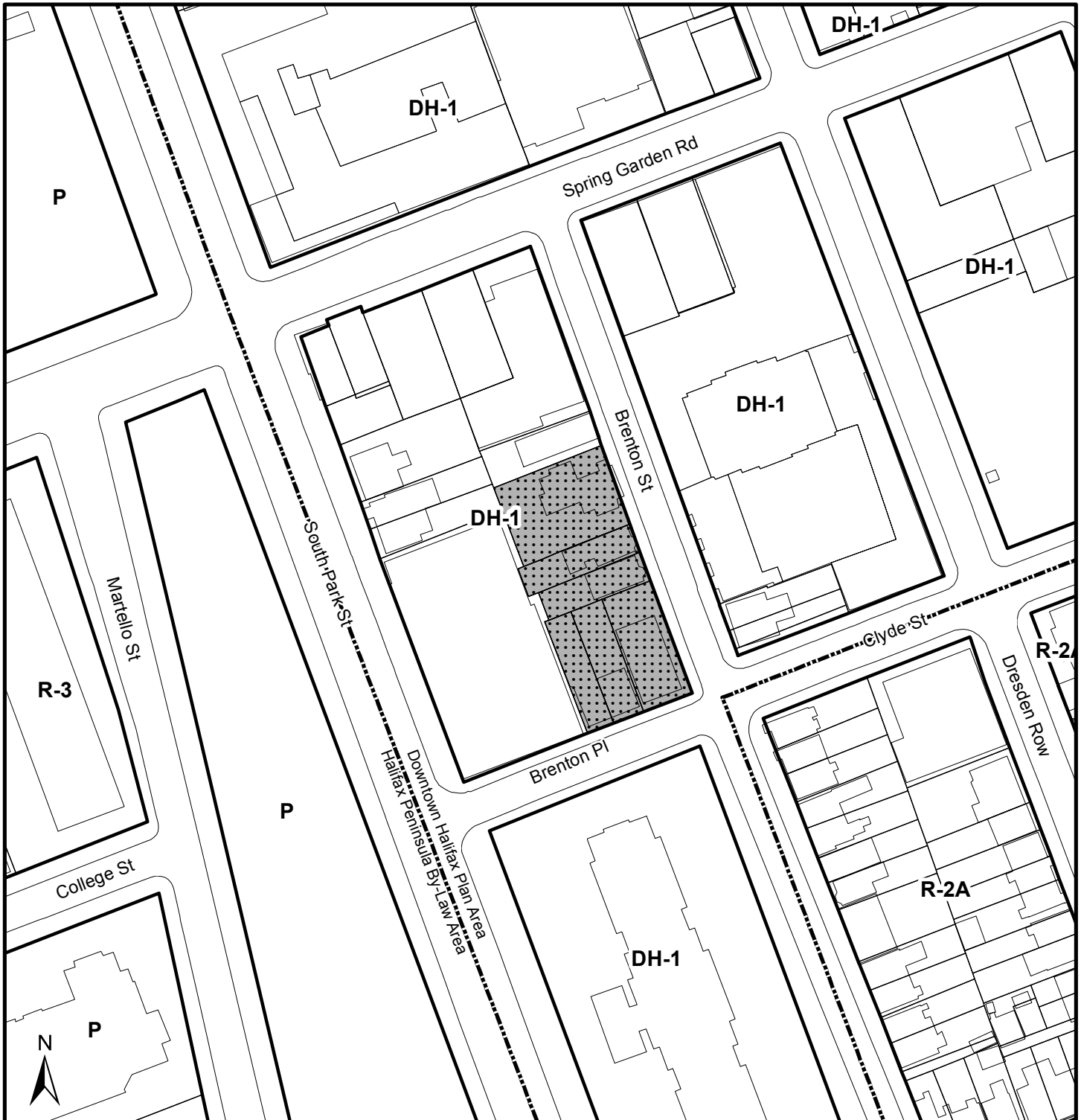
A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Paul Sampson, LPP, Planner II, 902.490.6259

Original Signed by

Report Approved by:


Kelly Denty, Manager of Current Planning, 902.490.6100



Map 1 - Location and Zoning

HALIFAX

1448-1468 Brenton Street &
5673-5681 South Park Street
Halifax

 Subject Site

Zone - Downtown Halifax
DH-1 Downtown Halifax

Zone - Halifax Peninsula
R-2A General Residential Conversion
R-3 Multiple Dwelling
P Park and Institutional



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.

Downtown Halifax Plan Area

Attachment A – Site Plan Approval Plans



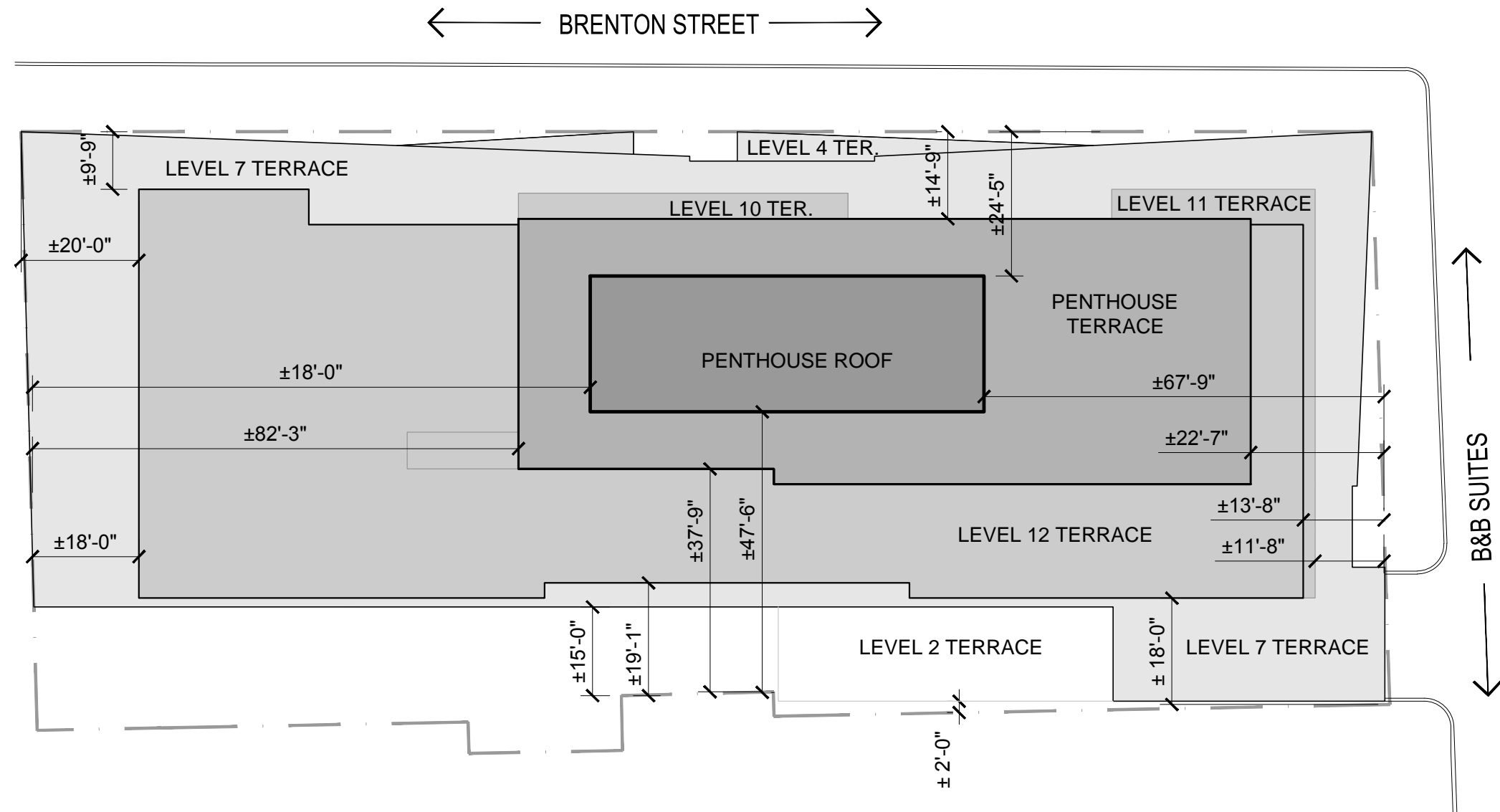
WM FARES
ARCHITECTS

B&B SUITES

SITE PLAN APPROVAL APPLICATION

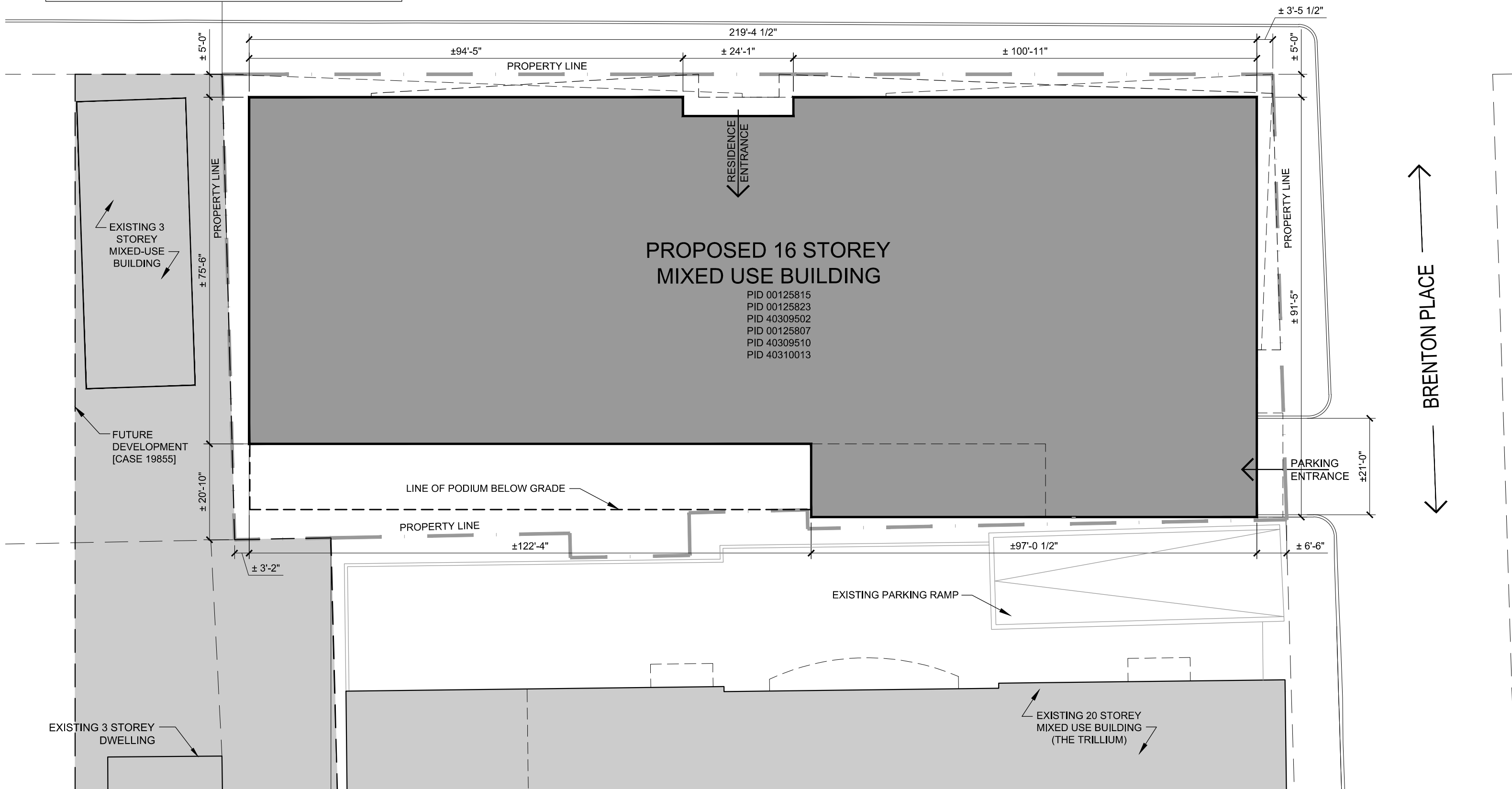
20 JANUARY 2016

BRETON PLACE DATA TABLE (03 NOVEMBER 2015)						
LEVEL	STUDIO	1BR	1BR + DEN	2BR	3BR	TOTAL
200-300	-	16	4	6	6	32
400	-	8	2	4	2	16
500-600	-	16	4	4	8	32
700	1	5	3	3	-	12
800-900	2	8	6	10	-	26
1000	1	1	5	5	-	12
1100	1	3	3	4	1	12
1200	-	1	-	1	1	3
1300	-	-	1	2	1	4
1400	-	1	-	3	-	4
1500-1600	-	-	4	2	2	8
PENTHOUSE	-	-	-	1	-	1
TOTALS:	5 (3%)	59 (36%)	32 (20%)	45 (28%)	21 (13%)	162
DENSITY						
1 BR UNITS	96 x 2 ppl		192			
2 BR	66 x 2.25 ppl		149			
TOTAL			341			
PROPERTY AREA						
22,730 SF						
LOT COVERAGE						
± 18,000 SF (79%)						
INDOOR AMENITY SPACE AREA (LEVEL 1200):						
± 975 SF						
GROUND FLOOR COMMERCIAL RETAIL AREA:						
± 13,049 SF						
OUTDOOR AMENITY SPACE AREA (LEVEL 1200):						
± 4,794 SF						
LANDSCAPE OPEN SPACE AT GRADE						
± 4,726 SF						
TOTAL LANDSCAPE OPEN SPACE:						
± 9,520 SF						
TOTAL BELOW GRADE PARKING						
± 92						



NOTES:
 - BLOCK PID'S TO BE CONSOLIDATED PRIOR TO BUILDING PERMIT APPLICATION.
 - REFER TO LANDSCAPE PLAN LA02 FOR BIKE AND STREET LIGHT LOCATIONS

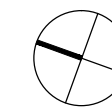
← BRENTON STREET →



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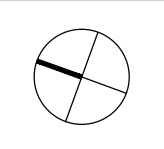
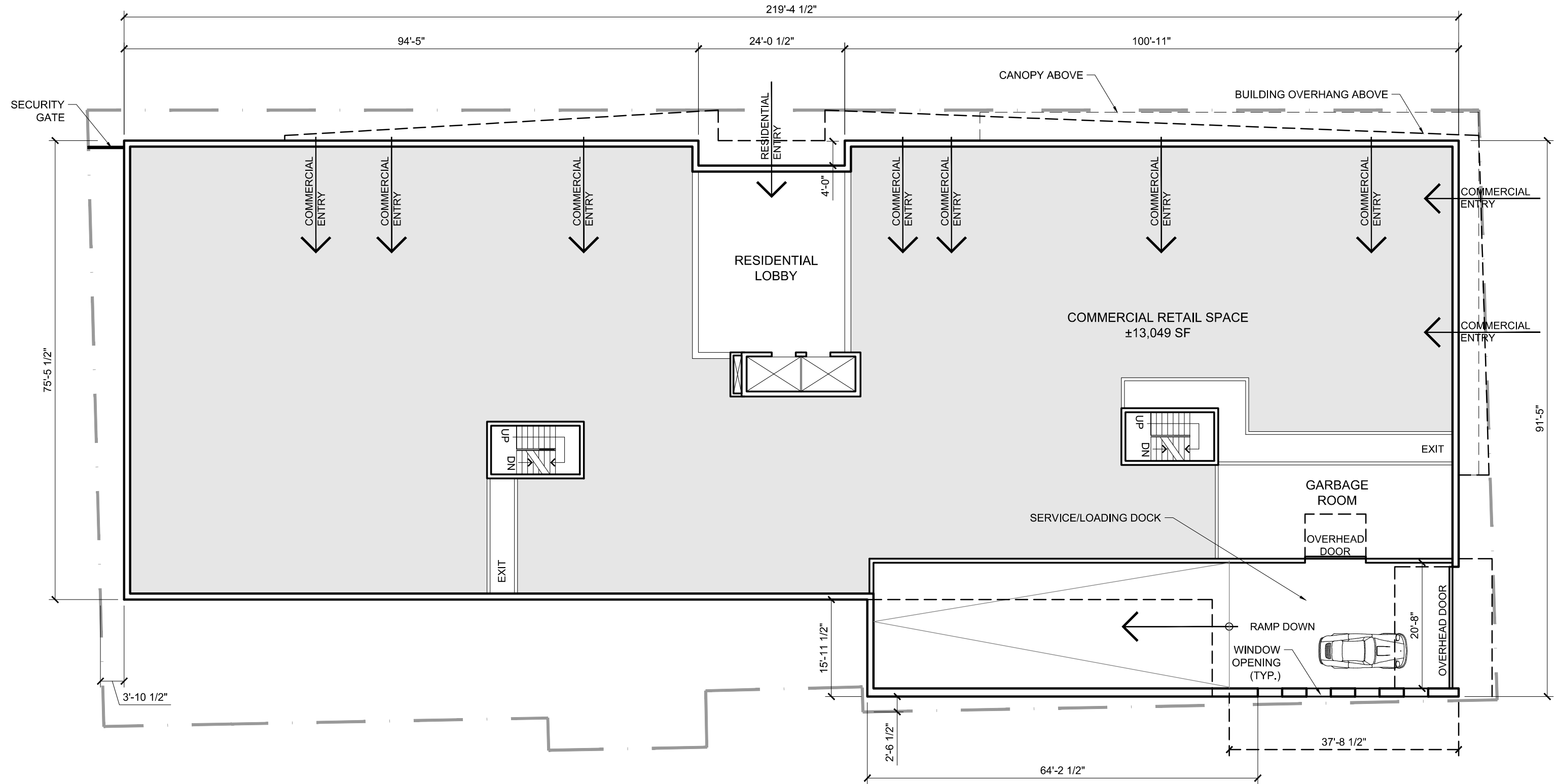
SITE PLAN
 SITE DEVELOPMENT PLAN

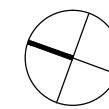
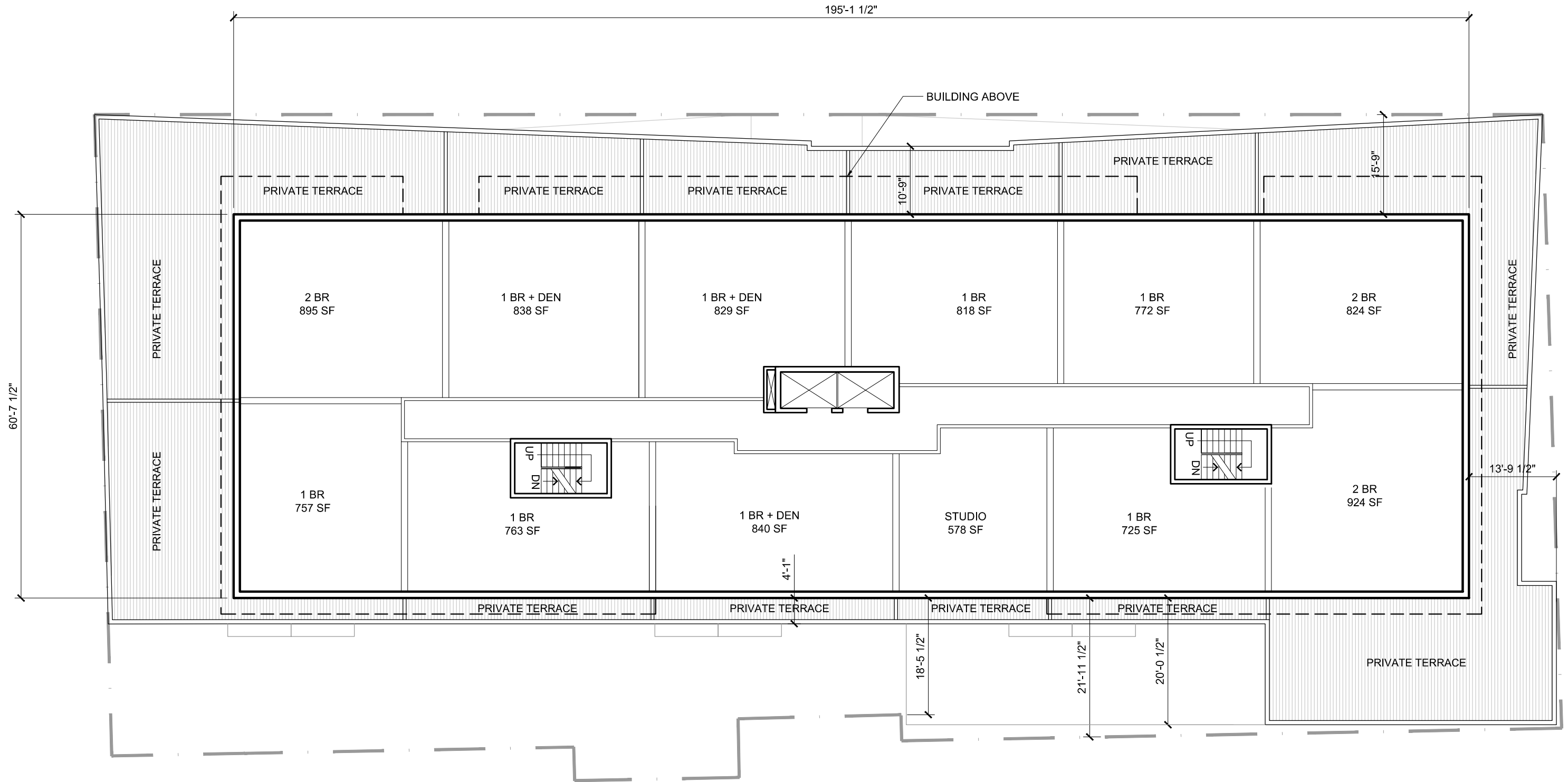
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 Scale: 1' = 20'-0"
 Date: 20 January 2016

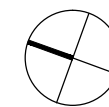
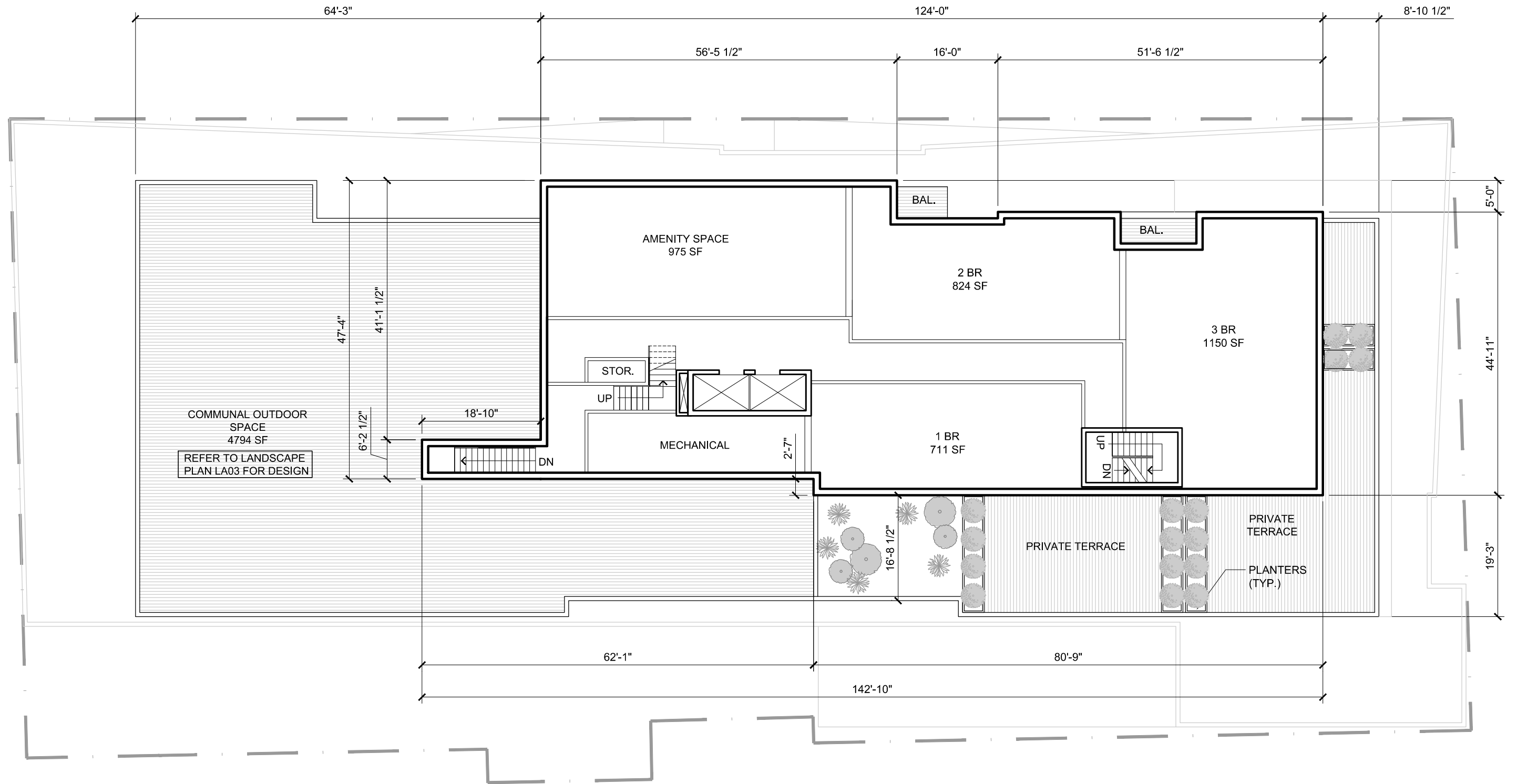


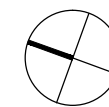
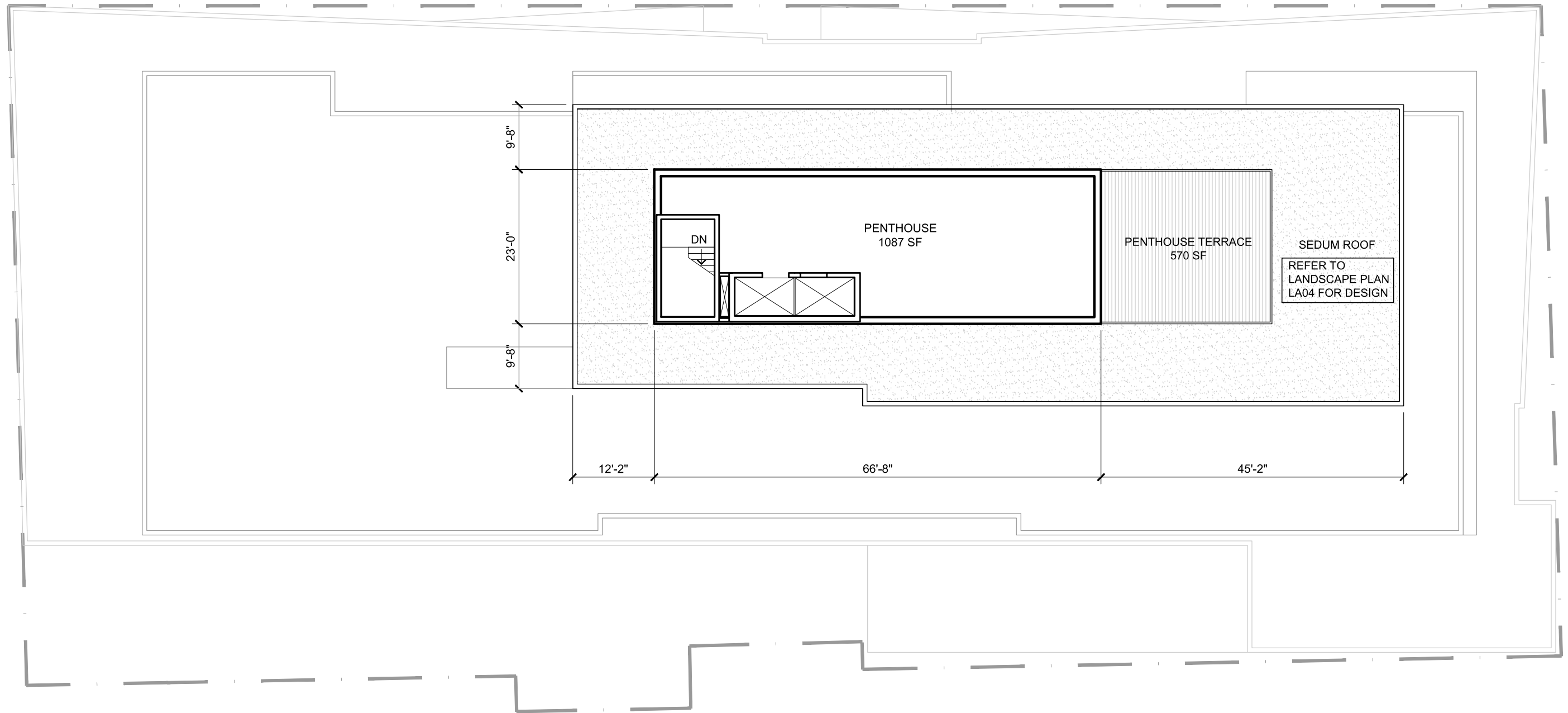
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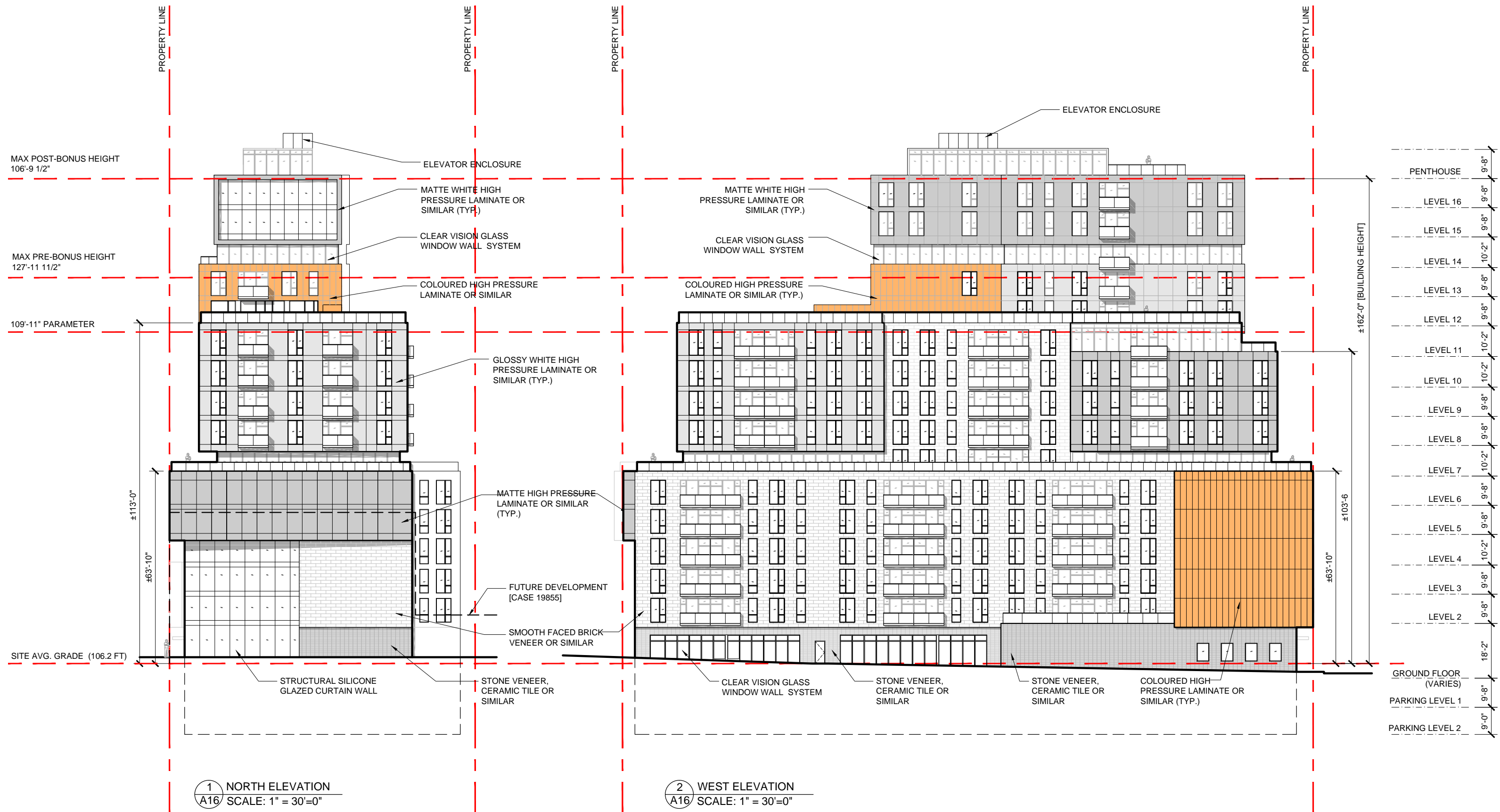
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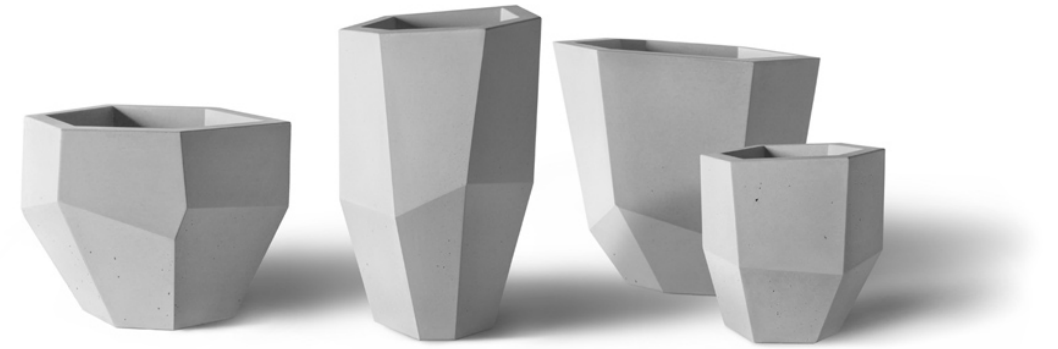






LEGEND

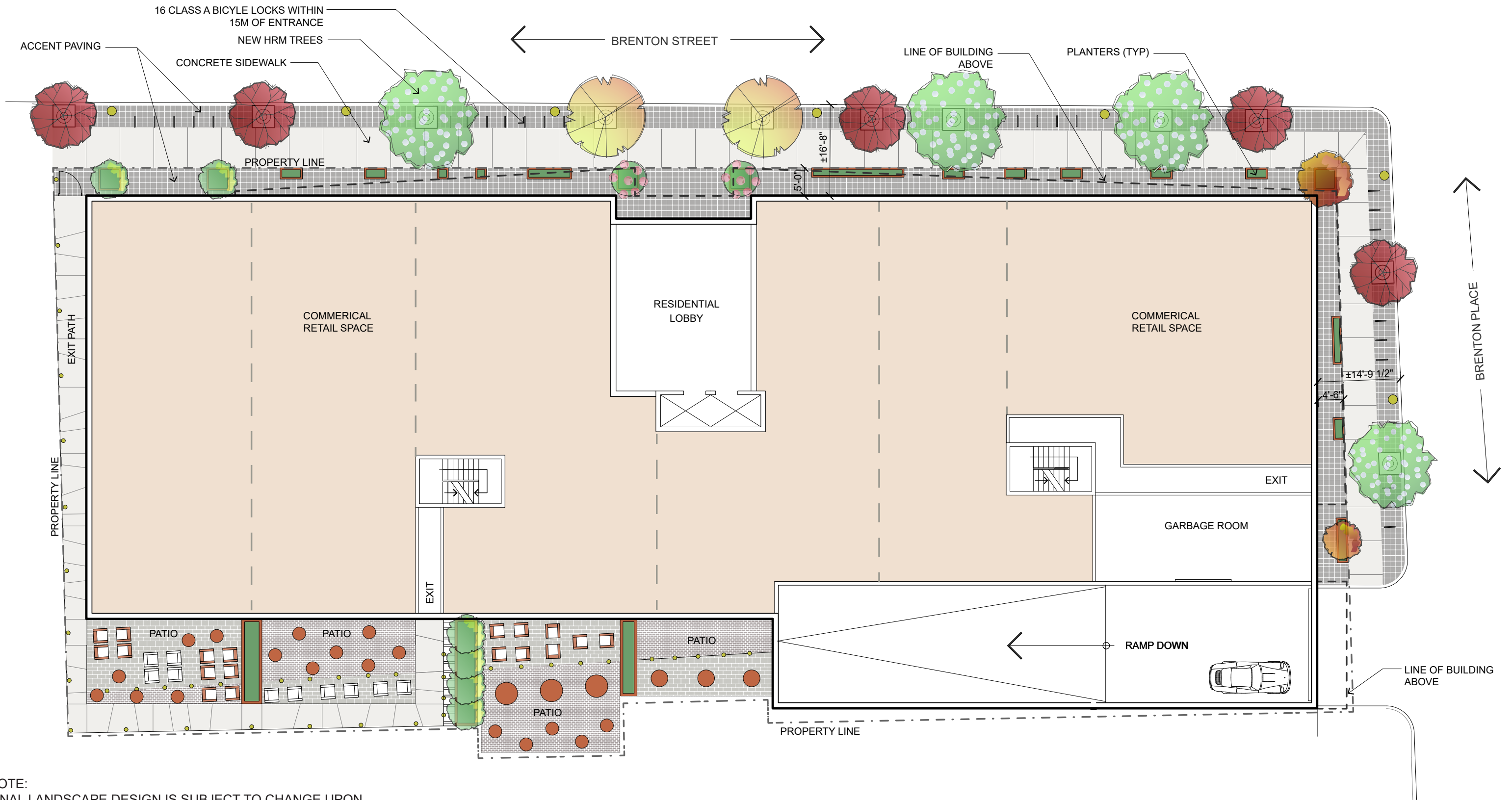
-  BIKE RACK
-  LIGHTING (VAIRES)
-  FACETED PLANTER
-  TABLES
-  CHAIRS
-  SOFA
-  FIRE SOURCE
-  PAVERS
-  DECKING
-  LOUNGER



PLANTER EXAMPLES



SEATING EXAMPLES



NOTE:
 FINAL LANDSCAPE DESIGN IS SUBJECT TO CHANGE UPON
 APPROVAL OF LANDSCAPE ARCHITECT DURING DESIGN
 DEVELOPMENT AND PERMITTING PHASE

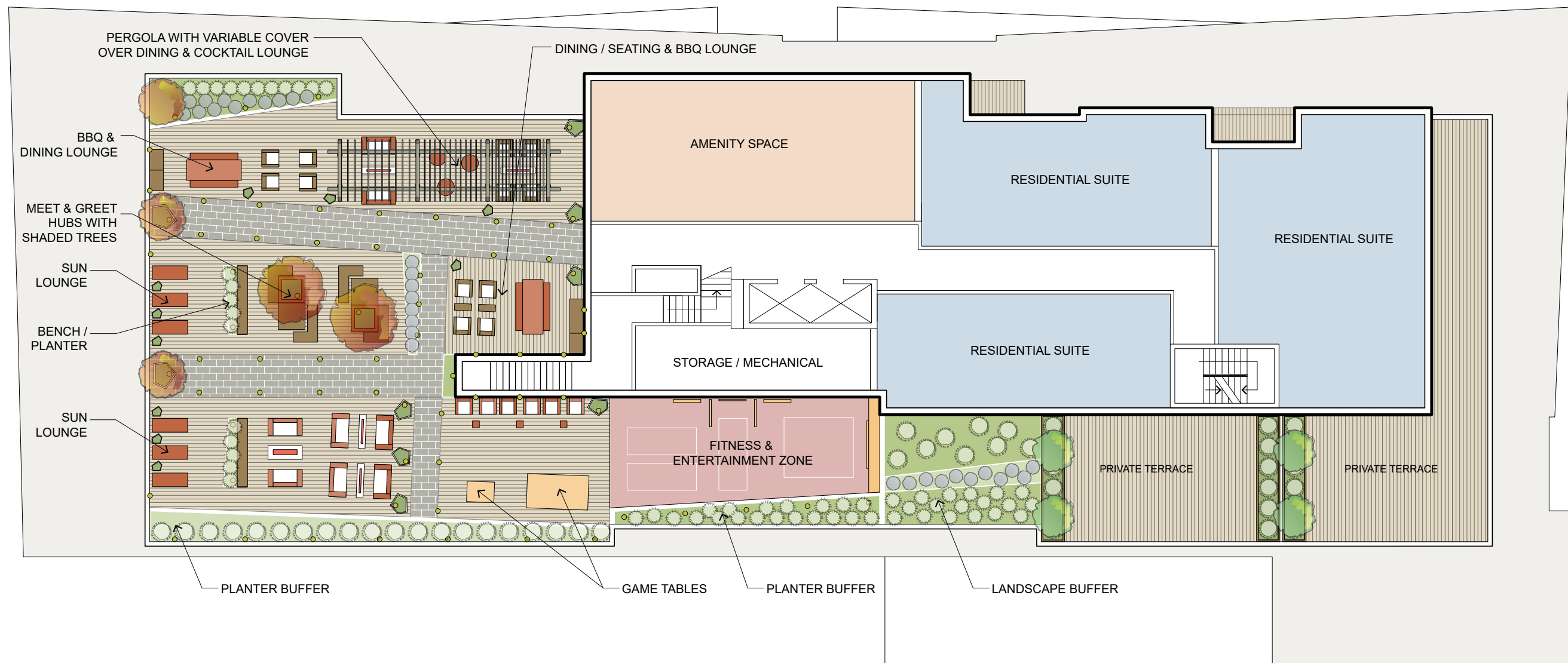
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GROUND LEVEL
 CONCEPTUAL LANDSCAPE PLAN

Project No.: 2013.04
 Scale: NTS
 Date: 20 January 2016



LA02



NOTE:
 FINAL LANDSCAPE DESIGN IS SUBJECT TO CHANGE UPON
 APPROVAL OF LANDSCAPE ARCHITECT DURING DESIGN
 DEVELOPMENT AND PERMITTING PHASE

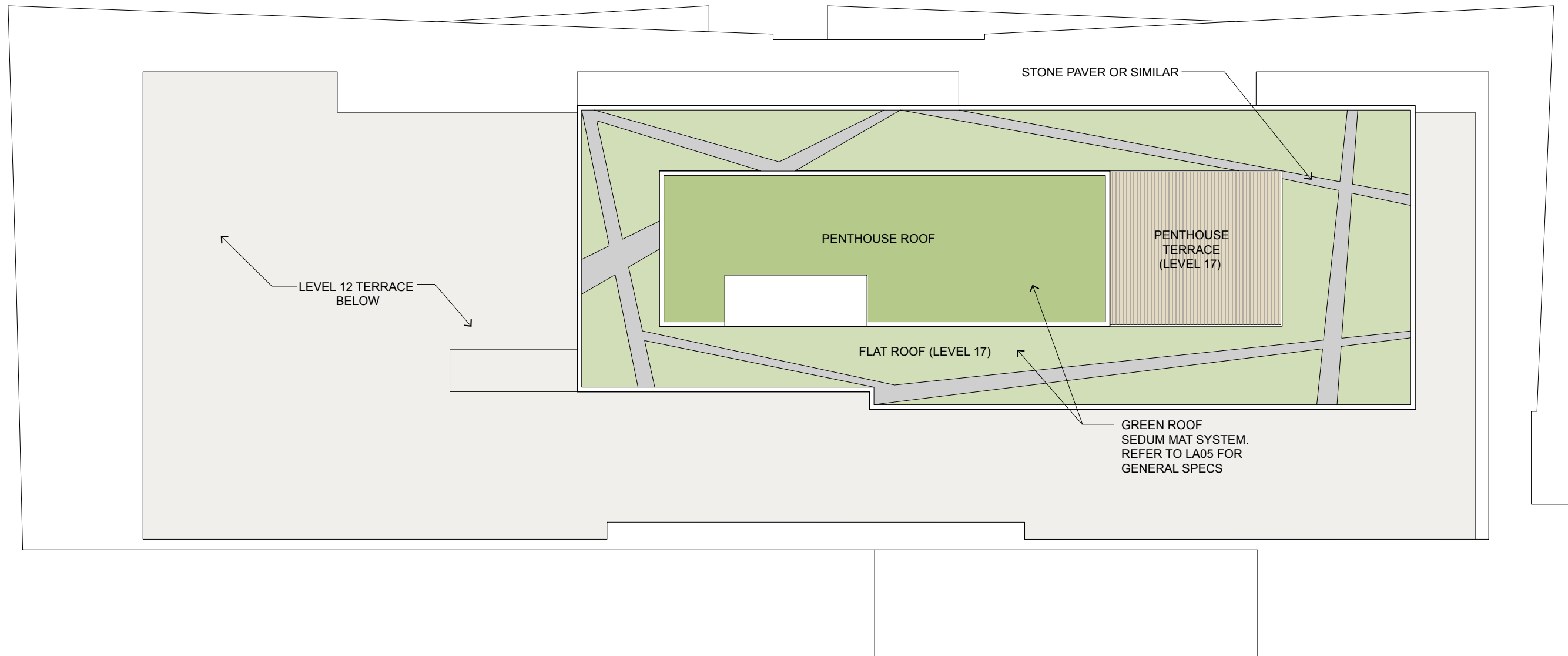
B&B SUITES
 HALIFAX, NS

LEVEL 12 - AMENITY SPACE
 CONCEPTUAL LANDSCAPE PLAN

Project No.: 2013.04
 Scale: NTS
 Date: 20 January 2016



LA03



NOTE:
 FINAL LANDSCAPE DESIGN IS SUBJECT TO CHANGE UPON
 APPROVAL OF LANDSCAPE ARCHITECT DURING DESIGN
 DEVELOPMENT AND PERMITTING PHASE

B&B SUITES
 HALIFAX, NS

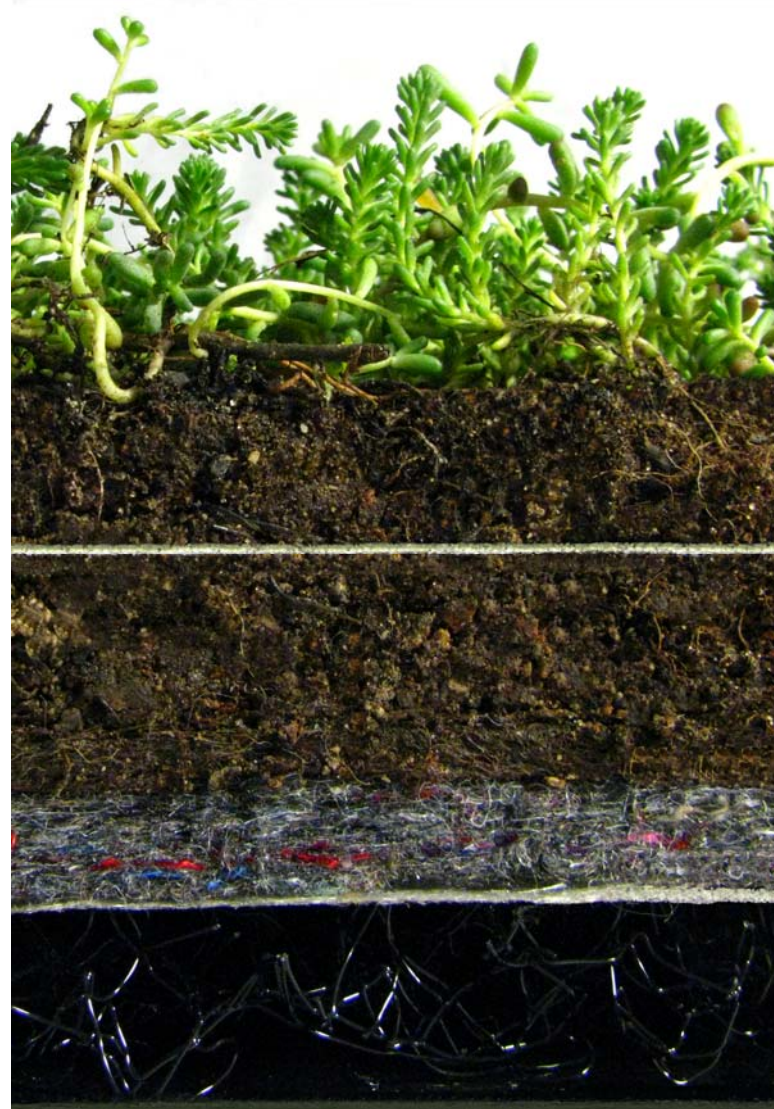
**PENTHOUSE AND ROOF LEVEL
 CONCEPTUAL LANDSCAPE PLAN**

Project No.: 2013.04
 Scale: NTS
 Date: 20 January 2016



LA04

3"- 5"



Xero Flor XF300+XT green roof system

- Pre-vegetated extensive green roof system
- 1"-3" XeroTerr + 1 layer of XF157 fleece
- Full system saturated weight of 14-30 lb/sf
- Mats as 1m x 1m "flats" or 1m x 2m "rolls"
- Regionally grown to support LEED credits
- Resistant to wind uplift

XF300 pre-vegetated Sedum mat: 1"

Integrated unit of plant material, growing medium, and a natural fiber or geotextile carrier

XeroTerr growing medium: 1"- 3"

Mix of lightweight porous mineral aggregate and composted organic matter. XeroTerr depth can be customized to meet specific project goals. XeroTerr weighs approximately 5 lb/sf per 1" of depth.

XF157 water retention and filter fleece: 1/4"

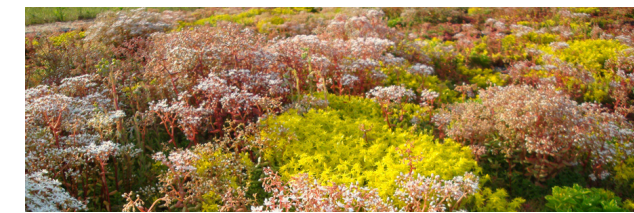
Blend of non-woven recycled synthetic materials

XF108H drain mat: 3/4"

Flexible, non-woven, entangled polymeric fibers with a perforated geotextile filter fabric bonded to one side

XF112 root barrier: 20mil

Flexible, lightweight, water-impermeable low density polyethylene (Alternative root barrier options available)



ADDITIONAL RESOURCES:

<http://www.xeroflora.com/specs-tech/green-roof-design-details>

<http://www.xeroflora.com/specs-tech>

B&B SUITES

HALIFAX, NS

GREEN ROOF SYSTEM

GENERAL SPECIFICATIONS

Project No.: 2013.04

Scale: NTS

Date: 20 January 2016



LA05

Attachment B – Design Rationale

B&B SUITES MIXED USE DEVELOPMENT DESIGN RATIONALE



PRESENTED BY WM FARES ARCHITECTS

FULL APPLICATION- 20 JANUARY 2016

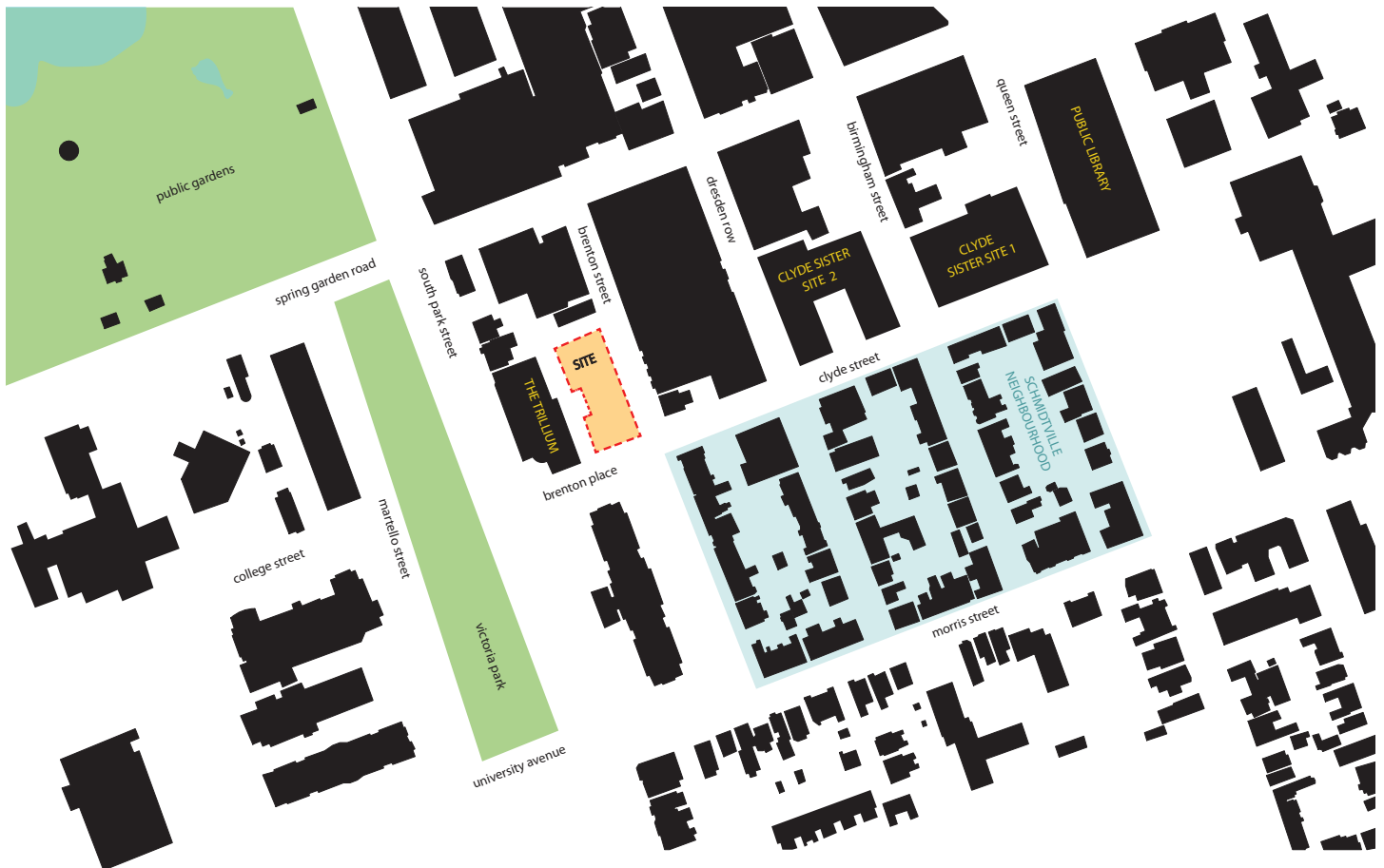
PROJECT BRIEF & NEIGHBOURHOOD CONTEXT

The subject property is approximately 22,730 square feet in area and located at the corner of Brenton Place and Brenton Street. The site is currently occupied by five buildings which contain multi-unit residential and commercial uses, and are slated for demolition as part of this development proposal.

The site is adjacent to a 20-storey mixed-use building (The Trilium) to the West, a 21-storey mixed-use building across the street to the South, and to the North, a two-storey converted Victorian house, which is under application for Site Plan Approval (Case 19855). Other nearby developments that are contributing to the district's revitalization include the newly complete Public Library on Spring Garden Road and the Clyde Street sister sites between Dresden Row and Queen Street. To the South of the new developments on Clyde Street, sits a well established historic neighbourhood (Schmidtville) characterized by a series of Georgian homes.

This property holds significant civic importance due to its proximity to Victoria Park, Public Gardens, and the existing commercial district of Spring Garden Road. The project's scale and mixed-use typology not only complements the existing context, but completes the urban block revitalization along Clyde Street/Brenton Place between South Park Street and Queen Street.

The proposed 16 storey + penthouse building is comprised of 2 levels of underground parking, 162 residential units and approximately 13,000 square feet of active retail and commercial space at grade. Furthermore, the building incorporates a fully landscaped 12th floor terrace with active programming designed to be engaged by the residents.



DOWNTOWN HALIFAX LAND USE BY-LAW CRITERIA

The property is designated under Downtown Halifax Zone (DH-1) as per Map 1.

The property is situated within Precinct 3: Spring Garden Road Area as per Map 2.

The property has a maximum pre-bonus height of 39 metres (127.95 feet) as per Map 4.

The property has a maximum post-bonus height of 49 meters (160.76 feet) as per Map 5.

The property has a Streetwall setback of 0- 4.0 metres along Brenton Street and Brenton Place as per Map 6.

The property has a maximum Streetwall height of 18.5 metres (60.7 feet) along Brenton Street; and 18.5 metres (60.7 feet) along Brenton Place as per Map 7.

SCHEDULE S-1 DESIGN MANUAL RELEVANT OBJECTIVES

2.3 PRECINCT 3 SPRING GARDEN ROAD AREA

2.3(c) Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.

The proposed ground floor use is anticipated to be multiple retail and restaurant uses with multiple entrances along both street frontages. An integrated glass awning is allocated along Brenton Place and the majority of Brenton Street.

2.3(d) Prohibit new surface parking lots of any kinds.

No surface parking lots are proposed for this site. All parking will be underground.

2.3(e) Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by council.

The proposal suggests a cohesive and permeable ground floor with clear vision glass and multiple commercial entrances. The commercial programming and a centrally located residential entrance promotes an active streetscape. Furthermore, we anticipate adding street trees, accent paving and street lighting as per Halifax Regional Municipality standards to further improve the pedestrian environment.

2.3(f) Development shall be in keeping with the Spring Garden Road/Queen Street Area Joint Public Lands Plan, including: (...) Clyde Street and Brenton Place to become important pedestrian-oriented streets.

In addition to connecting the existing pedestrian oriented retail shops of the Trilium to the urban revitalization of Clyde Street and reinforcing a consistent commercial fabric, the proposed streetwall will contribute to the animation of the street with wedge shaped volumes projecting overhead with accent-coloured soffits designed as an animated feature to enhance the pedestrian experience.

- to allow tall buildings on the western blocks of the precinct

The proposed development falls within the West-most block of the precinct and utilizes the permitted post bonus height of 49 meters (160.76 feet). The developer and applicant recognize the public benefit requirement of post bonus heights and are undertaking a Public Art Benefit as outlined in the Downtown Halifax LUB.

3.1.1 THE STREETWALL | PEDESTRIAN ORIENTED COMMERCIAL SPACE

3.1.1(a) *The articulation of narrow shop fronts, characterized by close placement to the sidewalk.*

To reinforce the language of the upper storeys and provide a clean base featuring the volumes above, the ground floor is a continuous glazed curtain wall. The articulation of the ground floor will be achieved with a combination of signage, awnings, multiple retail/commercial entrances, and storefront storefront displays. In addition, several landscape elements including accent paving, trees, and planters are intergrated with storefront entries.

3.1.1(b) *High levels of transparency (non-reflective and non-tinted glazing on a minimum of 75% of the first floor elevation).*

There is no use of tinted glass within the building's streetwall and upper storey portions. Futhermore, the ground floor is proposed as structural silicone glazed curtain wall, with clear vision glass to maximize street level transparency and permeability.

3.1.1(c) *Frequent entries.*

The proposed building will have between 4-7 commercial entries along Brenton Street and 1-3 commercial entries along Brenton Place. The primary entrance for the residents of the building is located on Brenton Street, in the centre of the building.

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

The proposed building includes a +/- 5 foot overhang of the floor above that will provide some weather protection. The primary entrance for residents along Brenton Street is inset 4 feet futher to provide additional protection. Additionally, where the ground floor height increases towards Brenton Place, steel and glass awnings have been integrated with the façade.

3.1.2 THE STREETWALL | STREETWALL SETBACK

3.1.2(b) *Setbacks vary (0-4m): Corresponds to streets where setbacks are not consistent and often associated with non commercial and residential uses or house-form building types. New buildings should provide a setback that is no greater or lesser than the adjacent existing buildings.*

The building setbacks vary from 0m-4.0m on Brenton Street and Brenton Place.

3.1.3 THE STREETWALL | STREETWALL HEIGHT

3.1.3 *To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 meters and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. (...)*

As per the Downtown Halifax Land Use By-law, the maximum permitted streetwall height is 18.5 meters (60.7 feet). Refer to enclosed Variance Report for description of the requested variances in streetwall height to accommodate feasible ground floor ceiling heights across a sloped site.

3.2.1 DESIGN OF STREETWALL

3.2.2(a) *The streetwall should contribute to the ‘fine-grained’ character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.*

See note 3.1.1(a). Furthermore, the immediate storefront context on Brenton Street does not exhibit an established narrow building typology, leaving an opportunity to express innovative architectural and urban design within the streetwall and civic block.

3.2.2(b) *The streetwall should generally be built to occupy 100% of a property’s frontage along streets.*

The building mass occupies full frontages on both Brenton Street and Brenton Place.

3.2.2(e) Streetwalls should be designed to have the highest possible material quality and detail.

Structural Silicone Glazed Curtain Wall system and a high pressure laminate (or similar) rain screen panel system are to be implemented in the design of the streetwall. The retail signage is envisioned as modest extruded aluminum type fonts mounted directly to the curtain wall system.

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

See notes 3.1.1(b) and 3.1.1(c). In addition, the upper portions of the streetwall include multiple windows and inset balconies that face and engage both street edges.

3.2.2(g) *Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.*

All vents and mechanical exhaust will be positioned away from the primary streets and in inconspicuous locations on the West and North Elevations.



3.2.2 BUILDING ORIENTATION & PLACEMENT

3.2.2(a) All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.

Architectural and urban design strategies are set in place to fully maximize the continuous retail fabric along Brenton Street and Brenton Place. While the majority of the streetwall extends to the property line, the building edge at grade is set back +/-5 feet on Brenton Street and Brenton Place to enhance the upper volume cantilever and to provide spatial relief within the public realm in anticipation of increased pedestrian flow. To clearly identify the residential entrance, it is centrally located and further recessed an additional 4 feet. The main entrance is further differentiated with a change in material and colour.

3.2.3 RETAIL USES

3.2.3(a) All mandatory retail frontages (Map 3 of Land Use By-law) should have retail uses at-grade with a minimum 75% glazing to achieve maximum visual transparency and animation.

See notes 3.1.1(b) and 3.1.1(c)

3.2.3(b) Weather protection for pedestrians through the use of well-designed awnings and canopies is required along mandatory retail frontages (Map 3) and is strongly encouraged in all other areas.

Although this site does not fall under the primary commercial street designation, the proposed design includes weather protective awnings. See note 3.1.1(d)

3.2.3(d) Minimize the transition zone between retail and the public realm. Locate retail immediately adjacent to, and accessible from, the sidewalk.

Retail will be located adjacent to, and immediately accessible from, the sidewalk. The ground floor slab will step to follow the sloping grade and provide seamless accessibility between the public realm and the retail space.

3.2.3(e) Avoid deep columns or large building projections that hide retail display and signage from view.

The fully glazed structural silicone curtain wall will be uninterrupted at grade as all structural columns fall behind the glazed envelope.

3.2.3(f) Ensure retail entrances are located at or near grade. Avoid split level, raised or sunken retail entrances. Where a changing grade along a building frontage may result in exceedingly raised or sunken entries it may be necessary to step the elevation of the main floor slab to meet the grade changes.

An increase in grade is evident along Brenton Street. Therefore ground floor ceiling height is maximized and storefront entrances and ground floor slabs step accordingly to suit the change in grade.

3.2.3(g) Commercial signage should be well designed and of high material quality to add diversity and interest to retail streets, while not being overwhelming

The intent is for all commercial signs are to be modest extruded type fonts mounted directly on the glass curtain wall system at grade.

3.2.4 RESIDENTIAL USES

3.2.4(b) Residential units accessed by a common entrance and lobby may have the entrance and lobby elevated or located at grade-level, and the entrance should be clearly recognizable from the exterior through appropriate architectural treatment.

The residential entrance and lobby is defined by a change in material and an articulation of the building façade. A high pressure laminate (or similar) cladding system contrasts the structural silicone glazed curtain wall used elsewhere on the ground floor. The inset further defines the entrance and provides additional protection from the elements. The building sign, civic address, and lighting will be integrated within the design of the entrance.

3.2.4(d) Units with multiple bedrooms (2 and 3 bedroom units) should be provided that have immediately accessible outdoor amenity space. The amenity space may be at-grade or on the landscaped roof of a podium.

All 2 and 3 bedroom units throughout the building have direct access to one if not two private balconies and/or terraces. Furthermore, a fully landscaped 12th floor terrace has been allocated for outdoor amenity space for all residents.

3.2.5 SLOPING CONDITIONS

3.2.5(a) Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant from grade.

See note 3.2.3(f)

3.2.5(c) Provide windows, doors and other design articulation along façades; blank walls are not permitted.

No blank walls have been situated along active pedestrian streetscapes. Streetwalls and upper storey levels of the proposed building include frequent window and balcony openings within the defined projecting volumes.

3.2.5(d) Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.

The ground floor is articulated through the use of an unobstructed, continuous glass curtain wall system. The remainder of the building takes the form of a series of varied horizontal and vertical volumes. Each upper storey volume is distinctly separated from other volumes through the use of single storey levels of glazing.

3.3 BUILDING DESIGN

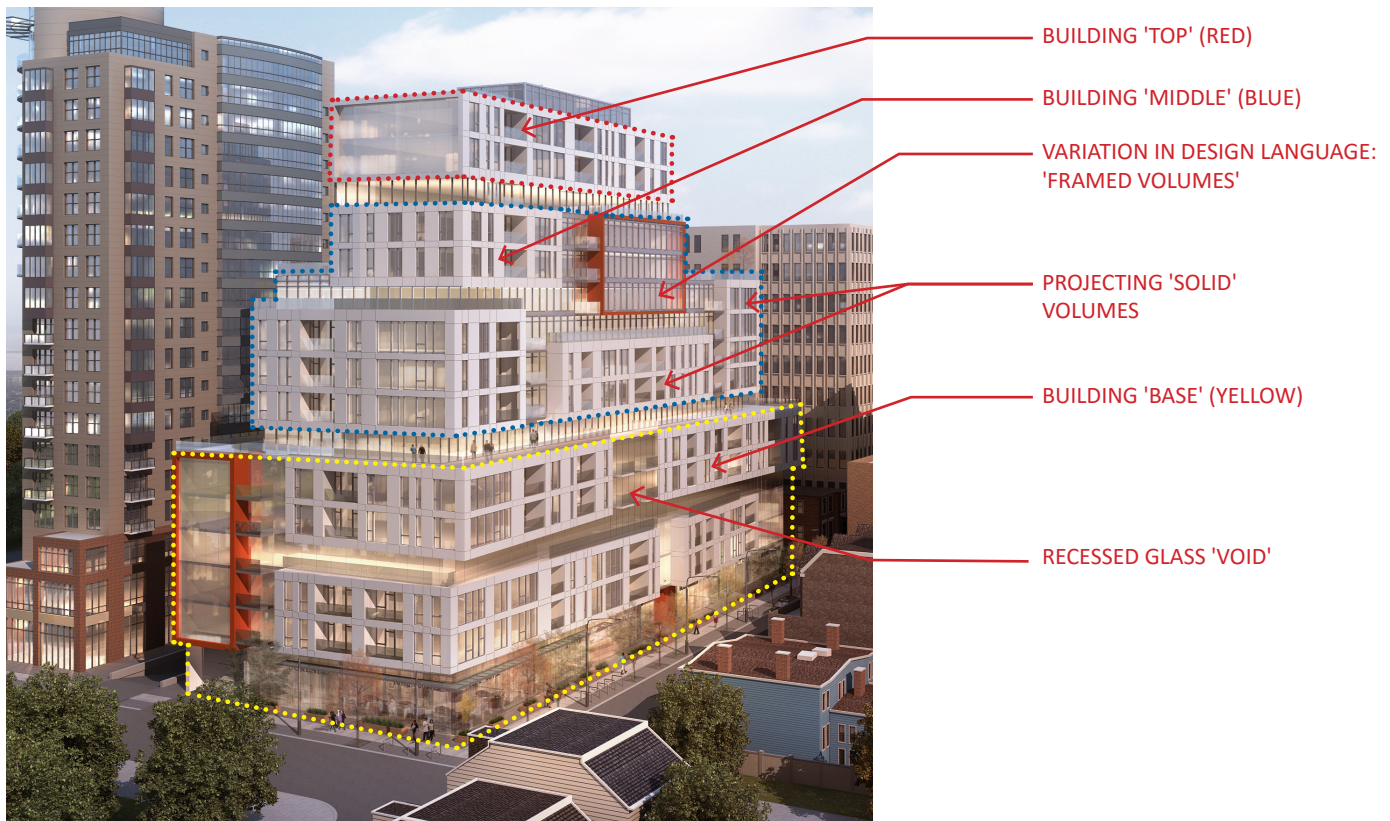
3.3.1 Building Articulation

The overall built form is guided by existing site conditions and land-use bylaw parameters. Upon maximizing the built form on an irregular shaped site and overlaying land-use bylaw stepback and setbacks at upper storey levels, the resulting mass takes on a multi-tiered form. As a means to unify and bring order to the various tiers, a series of projected 'solid' volumes are strategically stacked and placed throughout the building to comprehensively blur the lines between each stepback.

Each solid volume stands alone, and is distinguished from one another via an overruling glass datum as a continuous transparent 'void'. The glass acts as a flowing datum to lend contrast to each pronounced volume and provide visual depth to the building. The glass datum also provides an opportunity of increased openings to maintain a well balanced proportion of solid versus void. This strategy brings a cohesive clarity, and characterizes the building 'middle' which contributes to the overall visual quality of the streetscape.

Projecting volumes within the streetwall differ from those within the building's 'middle' by taking on undulating wedge-shaped forms. Wedges at the uppermost level of the streetwall switch in the opposite direction of those below, creating an element of movement and play across the streetscape to enhance the pedestrian experience, and establishing a distinct building 'base' that positively contributes to the quality of the pedestrian environment.

The majority of these volumes are characterized by a solid panelling system (described below) with multiple window and inset balcony openings. To provide variation to the building, two volumes (one on each public street) can be identified as fully glazed projections that are 'framed-in'. The variation in the design language of these volumes aids in establishing architectural harmony when viewing and acknowledging the building holistically. Additionally, this strategy is used to express the building 'top' by capping the building with a solid, framed mass that is uninterrupted by the vertical breaks of the glass datum used throughout the base and middle of the building, therefore distinguishing it from the rest of the building.



3.3.2 Materials

The proposed material palette is strategically minimized due to the overall scale and massing of the building. Two primary building materials, glass and high pressure laminate, are utilized throughout the proposed design to capture the effect of solid versus void. To lend further detail to the material palette, the texture of the high pressure laminate panels will vary between glossy and matte from volume to volume. A structural silicone glazed curtain wall system is implemented at the ground floor and throughout the streetwall to render a seamless and unobstructed flow of flush glass. Above the streetwall, where a secondary glass datum is introduced due to stepback parameters, the glazing system switches to a window wall system that is characterized by anodized aluminum frames.

Due to a rather narrow street width on Brenton Street, the projected volumes which make up the bulk of the building mass will render white as described above. Specifying a white coloured cladding material will reflect indirect and ambient light within the public realm, thus maximizing the natural-light quality to the pedestrian streetscape.

Considering the material palette will read fairly neutral (white panels + glass), an opportunity is presented to contribute to animating the pedestrian experience by attributing accent coloured panels of either high pressure laminate or ceramic tile to the underside of each projecting volume. This establishes a subtle yet whimsical element of play in conjunction with the shifting volumes exhibited within the streetwall and building throughout.

Secondary materials such as composite aluminum panels and smooth faced stone are used on the North and West façades as high quality treatments facing interior lot lines and neighboring buildings.



Example of white high pressure laminate rain-screen paneling system

3.3.3 Entrances

Multiple retail entrances will be evident at grade and situated in optimal location where the interior slab steps to meet the change in grade.

The primary residential entrance is recessed and situated at the centre of Brenton Street and is differentiated through a change in building material and colour. Civic addressing, lighting, and weather protection will be fully integrated with the design of the main entrance.

3.3.4 Roofline & Roofscapes

By virtue of the proposed design simplicity, the building has no attributed roofline feature. Therefore, the building can be comprehensively acknowledged in volumetric harmony. Allocating a roofline element will draw focus away from the overall design concept, architectural intent, and building language.

The overall form and positioning of the upper-story mass of the development has been strategically positioned to the South of the site, creating a large void and rooftop terrace in an optimal location for maximum sun exposure throughout the afternoon and evening. The 4,794 square foot accessible roof terrace and outdoor amenity space, located on level 1200, is coupled with 975 square feet of indoor amenity space. The terrace will include landscaped outdoor rooms for various activities including but not limited to, sunbathing, gaming, barbecuing, lounging, and city viewing.

3.5.1 VEHICULAR ACCESS, CIRCULATION, LOADING AND UTILITIES

3.5.1(a) Locate parking underground or internal to the building (preferred), or to the rear of buildings.

All parking is located underground.

3.5.1(b) Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.

The underground parking entrance is located on Brenton Place at the South-West corner of the site where the disruption to active pedestrian and commercial fabric is minimized. Furthermore, the building design takes full advantage of the sloping site and adjacent Trillium parkade entrance, consolidating vehicular traffic and limiting pedestrian/vehicle crossover.

3.5.1(c) Locate loading, storage, utilities, areas for delivery and trash pick-up out of view from public streets and spaces, and residential uses.

All trash pick-up, servicing, and loading are concealed within the underground parkade or accessed at grade behind the operable garage door on Brenton Place.

3.5.1(e) Coordinate and integrate utilities, mechanical equipment and meters with the design of the building (...)

It is anticipated that the utilities and mechanical equipment will be concealed within level 1200 and meters at grade will be located in an inconspicuous location out of sight from the public view.

3.5.1(f) Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.

All services, gas meters, and venting will be either concealed if fronting a public street, or positioned at the back of the building away from public view.

3.5.4 LIGHTING

3.5.4 (b) consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up- or down-lighting, internal building lighting, internal and external signage illumination, and decorative or display lighting.

The proposed development will include street light poles integrated within accent paving strip in accordance with HRM redbook landscape guides. To further enhance street lighting, the soffits of the second storey projected volumes will include recessed potlights. The primary residential entrance will include integrated lighting and street addressing within its recessed nook. In addition, extruded type font signage throughout are suggested to be illuminated or back-lit for subtle affects at grade. Up-lighting will also be considered to feature vibrant soffit colours. Upper-storey 'solid' volumes within the streetwall will also include architectural lighting in a balanced subtle fashion. By virtue of integrating large areas of glazing throughout, retail spaces will be lit from the interior, and the overall transparency of the building on the upper storeys will also generally light the building from within. All these features will create a vibrant, illuminated building that will contribute to the downtown night character.

3.5.5 SIGNS

3.5.5(a) Integrate signs into the design of the building façades by placing them within architectural bay, friezes or datum lines, including coordinated proportion, materials and colour.

The retail signage is envisioned as modest extruded type fonts mounted directly to the ground floor curtain wall along a consistent datum that reinforces the pedestrian scale at grade.

3.5.5(c) Sign scale should reinforce the pedestrian scale of the downtown, through location at or near grade level for viewing from sidewalks.

See note 3.5.5(a)

3.5.5(f) Street addressing shall be visible for every building.

Street addressing will be fully integrated within the primary residential entrance design. Retail civic addressing will be reserved after securing building permit and commercial leaseholds. Due to the nature of the ground floor curtain wall design, civic addressing are suggested to be mounted internally via vinyl prints on glass. For clarity and consistency, all retail civic addressing will utilize the same type and size font throughout.

3.5.5(g) The material used in signage shall be durable and of high quality, and should relate to the materials and design language of the building.

See note 3.5.5(a)

CONCLUSION

It is evident by the architectural design strategies described above that the proposed development generally complies with downtown Halifax's Land Use By-Law and Design Manual. A site located in a prominent commercial and urban district, the building design merits significant stature and nobility. The proposed concept and architectural language can be acknowledged as concise, minimal, bold, and identifiable within the civic context. Furthermore the streetscape is fully animated and engaged by the architectural movement of projecting volumes and whimsical coloured soffits.

We thank you for considering this application and look forward to working with HRM staff and the Design Review Committee in the initiation of this project.

Attachment C – Requested Variances

B&B SUITES MIXED USE DEVELOPMENT REQUESTED VARIANCES



PRESENTED BY WM FARES ARCHITECTS

01 MARCH 2016- REVISION 1

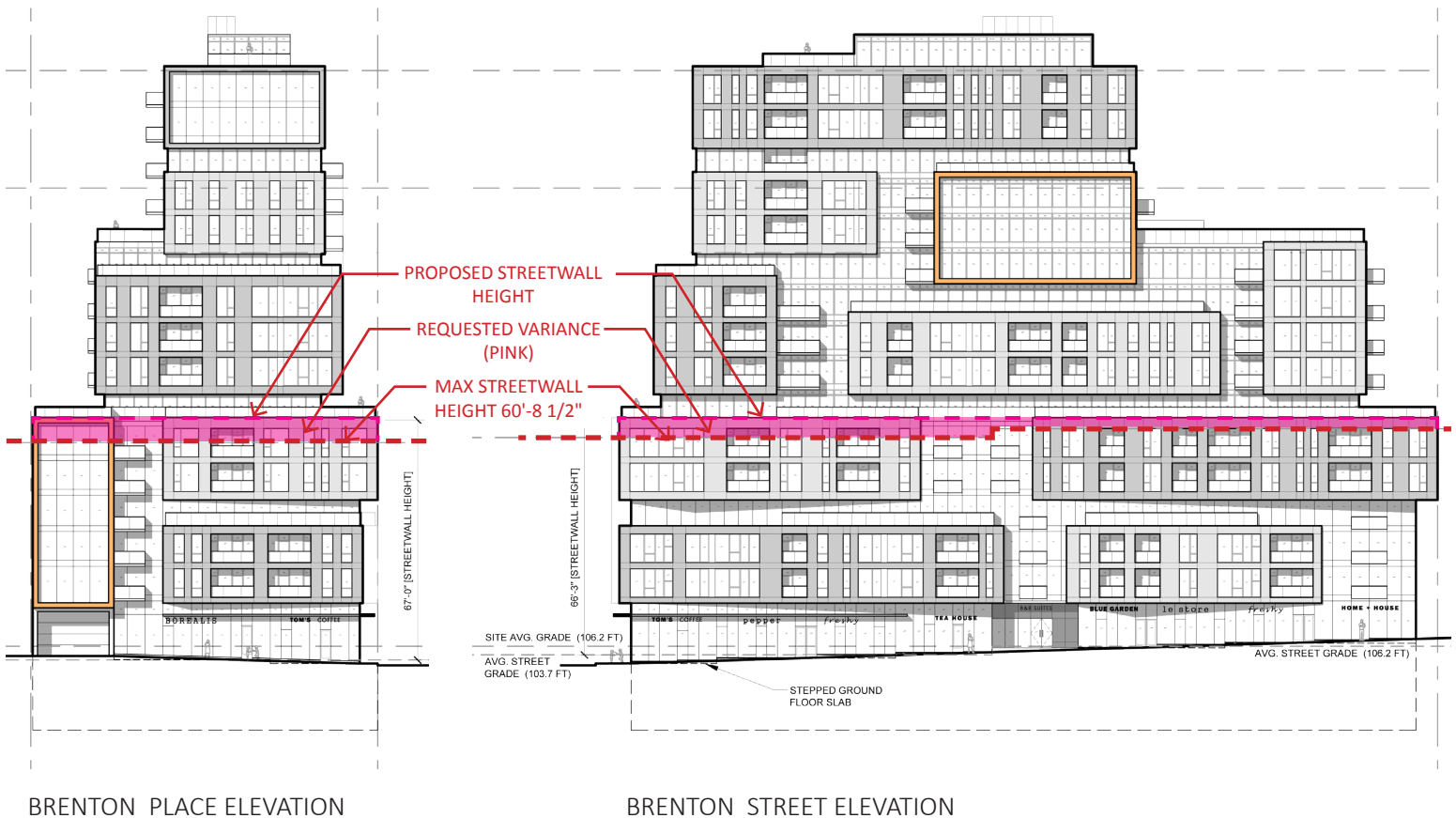
A total of 3 variances are requested in conjunction with Section 3.6 of the Land Use By-law Design manual (Schedule S-1). Rationales for each are listed below.

3.6.3 STREETWALL HEIGHT VARIANCE

3.6.3(a) *The streetwall height is consistent with the objectives and guidelines of the Design Manual; and*

Due to the grade change along Brenton Street, the ground floor-to-floor heights range from approximately 12'-6" to 18'-0". This, in conjunction with maximum building height parameter and feasible floor-to-floor ceiling heights, puts the top of 7th floor guardrail at 6'-2" (at its minimum) to 10'-0" (at its maximum) above the streetwall height parameter. However, as the guardrail will be set back from the edge of the building face, the effective height of the streetwall ranges between 3'-2" to 7'-0" above the maximum streetwall height parameter.

[Refer to elevations below]



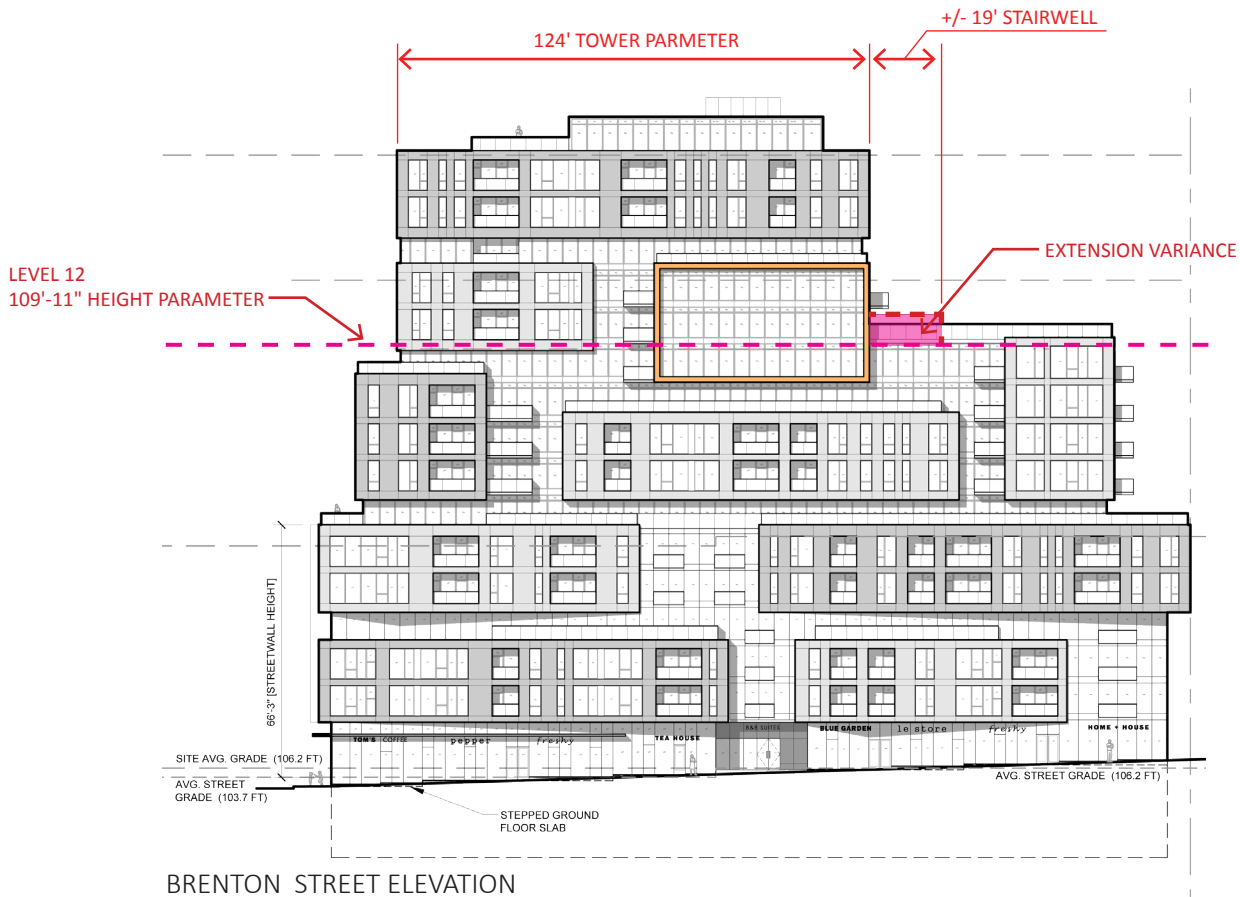
3.6.7 MAXIMUM TOWER WIDTH VARIANCE

The maximum tower dimensions may be varied by Site Plan Approval where:

3.6.7(a) The maximum tower width is consistent with the objectives and guidelines of the Design Manual;

In order for the vertical circulation to accommodate the building setbacks and setbacks at Levels 7 and 12 while adhering to internal exiting requirements, the North stairwell shifts Southward at Level 12. To ensure adequate ceiling space for this transition, the enclosed stairwell volume effectively exceeds the permitted maximum tower width above 109'-11" by 19 feet at Level 12; however, this does not represent an increase in useable floor area above the height parameter and does not appreciably affect the appearance of the tower when viewed from the ground.

[Refer to elevations below]



3.6.15 LAND USES AT GRADE VARIANCE (GROUND FLOOR CEILING HEIGHT)

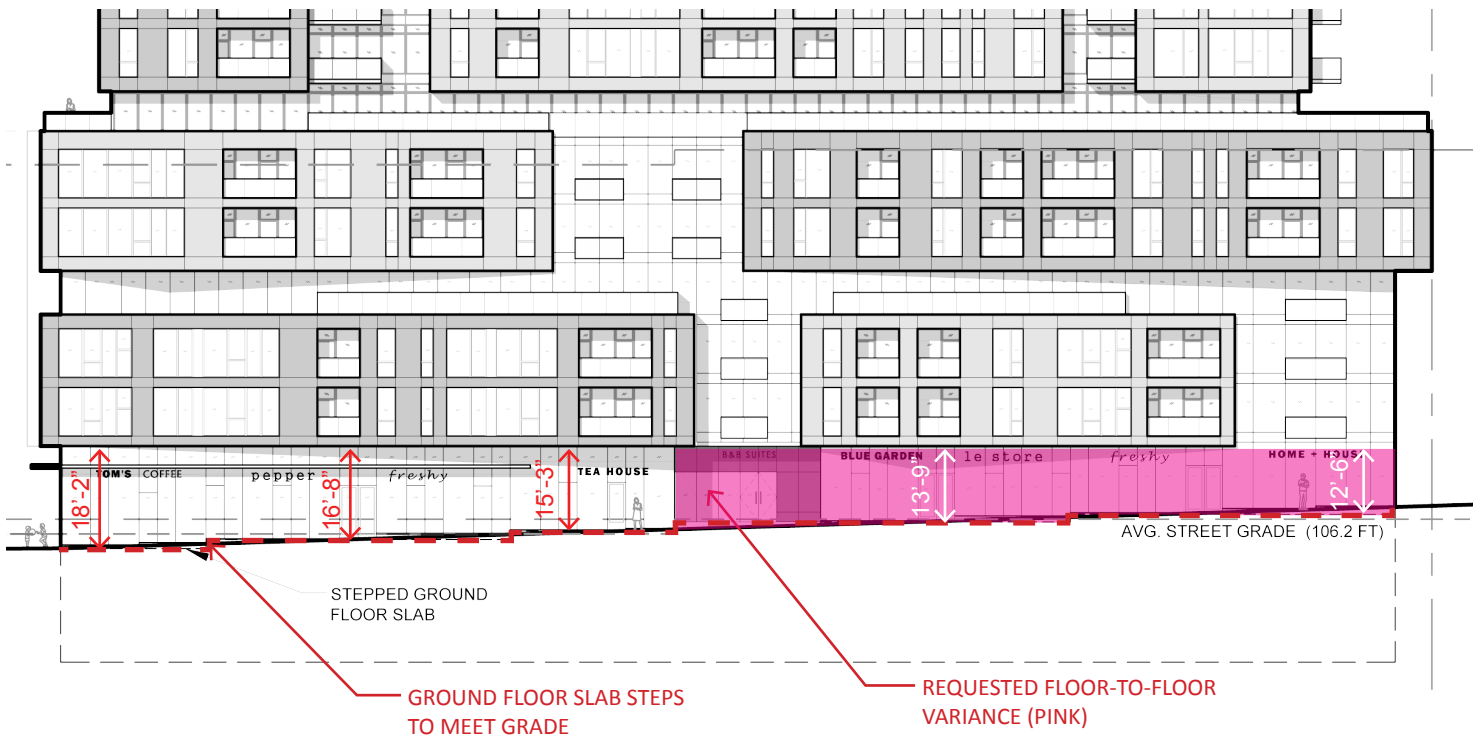
The minimum floor-to-floor height for the ground floor of a building having access at the streetline or Transportation Reserve may be varied by Site Plan Approval where:

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

Taking into account the approximately 7'-0" grade change across the entire site, the ground floor ceiling height has been maximized in relation to the change in grade, maximum building height parameter, and feasible floor-to-floor ceiling heights. At its highest point, the ground floor-to-floor height reaches 18'-2" which conforms with the LUB and the Design Manual.[see below]

Due to the grade change along Brenton Street, the ground floor slab steps to meet sidewalk elevations to maintain accessible transitions from the public realm into retail spaces. As a result, the ground floor-to-floor height at the North-most retail bay reaches 12'-6" (approximately 2.2 feet below the required minimum). Floor to-floor heights and site grading will be investigated in further detail upon design development to minimize any change or significant decrease in ceiling heights at grade.

With a minimum ground floor ceiling height of 17'-0", a variance is not required for the Brenton Place elevation.



Brenton Place

Halifax, Nova Scotia

Attachment D – Pedestrian Wind Assessment

Pedestrian Wind Assessment

RWDI # 1600619

December 14, 2015

SUBMITTED TO

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1. INTRODUCTION

Rowan Williams Davies & Irwin Inc. (RWDI) was retained by W M Fares Architects to assess the pedestrian level wind conditions for the proposed Brenton Place in Halifax, Nova Scotia. An aerial view of the site is shown in Image 1.

The objective of this assessment is to provide a qualitative evaluation of pedestrian wind comfort conditions on and around the development. Conceptual mitigation measures to improve wind comfort have been recommended, where necessary. This qualitative assessment is based on the following:

- a review of regional long-term meteorological data for Halifax;
- recent design drawings and landscaping plans received by RWDI on November 17 and December 11, 2015;
- our engineering judgment and knowledge of wind flows around buildings¹⁻³;
- our experience of wind tunnel tests of various building projects²; and,
- various projects in the Halifax region, including the adjacent South Park building at the corner of Brenton Place and South Park Street, and the South Park Lofts to the immediate north of the current project.

With our extensive experience of wind tunnel testing for buildings in the area, a desktop assessment such as this is adequate to provide a reliable estimation of potential wind conditions around the proposed project.

Note that other wind issues, such as those related to cladding and structural wind loads, door pressures, stack effect, exhaust re-entrainment, snow drifting, snow loading, etc. are not considered in the scope of the current assessment.



Image 1: Aerial photograph of existing site and surroundings
(Courtesy of Google earth™)

1. H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, vol.104-106, pp.397-407.
2. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", *10th International Conference on Wind Engineering*, Copenhagen, Denmark.
3. H. Wu, C.J. Williams, H.A. Baker and W.F. Waechter (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", *ASCE Structure Congress 2004*, Nashville, Tennessee.

2. BUILDING AND SITE INFORMATION

As shown in Image 1, the project is a 16 storey mixed use building located at the intersection of Brenton Place and Brenton Street in Halifax. The block is bound by Brenton Place to the south, South Park Street to the west, Spring Garden Road to the north and Brenton Street to the east. There are high-rise buildings in the adjacent lots to the north, west and south of the site, including the South Park development and the South Park Lofts. The surroundings comprise of several mid-rise and high-rise buildings with lower residential buildings in the distance to the south. Halifax Public Gardens is located to the northwest of the block and several other parks are situated to the north and northwest. Victoria Park located to the west of the site, beyond which is the Dalhousie University Campus comprised of several high-rise buildings. Halifax Harbour is less than a kilometer to the east, separated from the site by several blocks of mid-rise and high-rise buildings.

Pedestrian areas on and around the proposed development include (Images 2 and 3):

- Residential entrance along Brenton Street;
- Sidewalks along Brenton Place and Brenton Street;
- Patios at grade;
- Private terraces at Levels 2, 4, 7, 10, 11 and 12;
- Penthouse terrace; and
- Communal outdoor space at level 12.

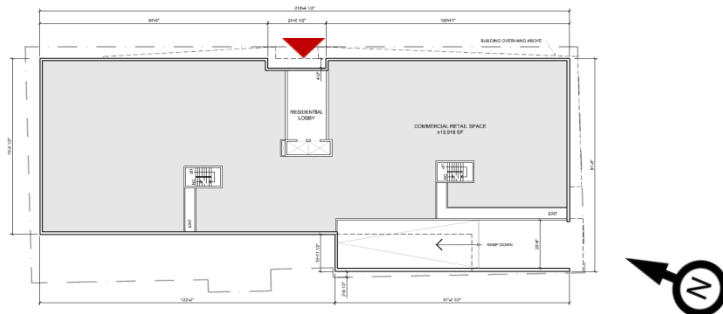


Image 2: Main entrance of the proposed development

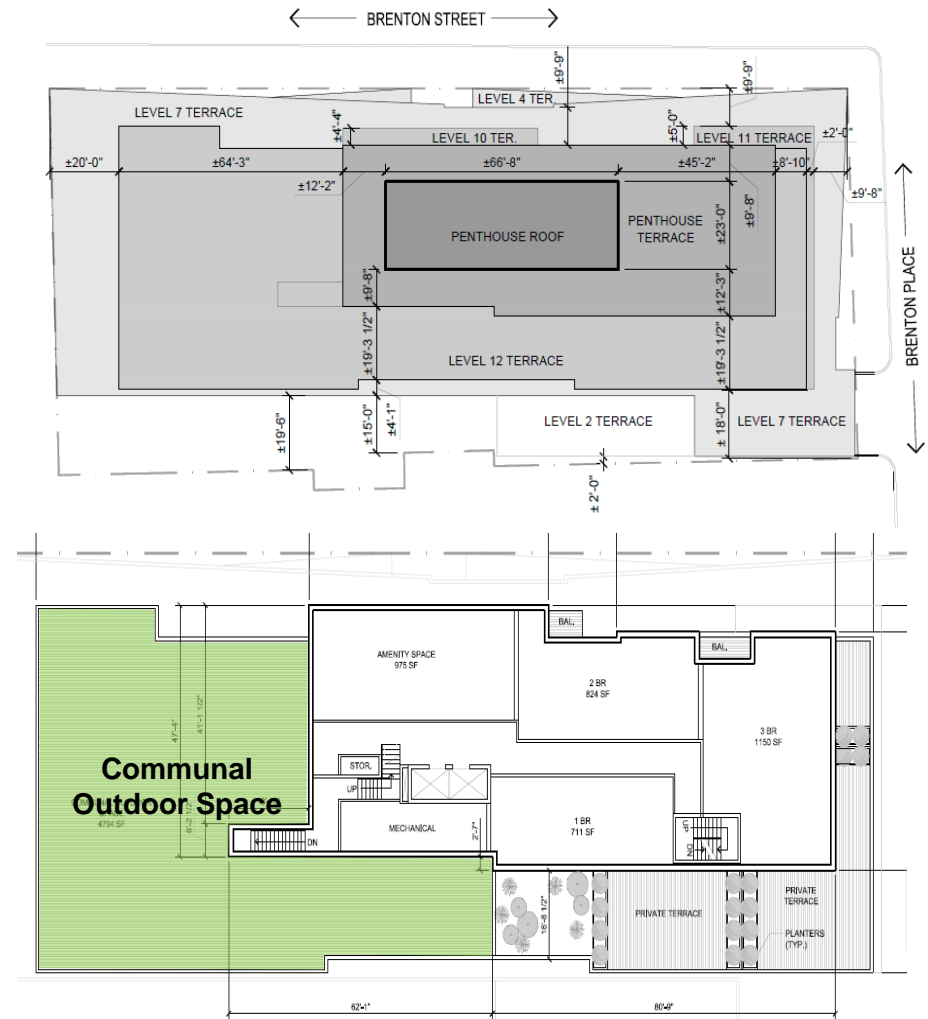


Image 3: Locations of terraces (top) and location of communal open space at level 12 (bottom)

3. METEOROLOGICAL DATA

Meteorological data from Shearwater Airport for the period from 1985 to 2014 were used as a reference for wind conditions in the area.

The distributions of wind frequency and directionality for summer (May through October) and winter (November through April) seasons are graphically depicted in the wind roses in Image 4. When all winds are considered, winds from the north, south and western half of the compass are predominant throughout the year, with secondary winds from the east.

Winds from the southwest quadrant are predominant in the summer, and those from the northwest quadrant are more common in the winter.

Strong winds of a mean speed greater than 30 km/h measured at the airport (red and yellow bands) occur for 2.5% and 10.6% of the time during the summer and winter seasons, respectively. Strong winds are relatively more common from the northwest quadrant, and east directions.

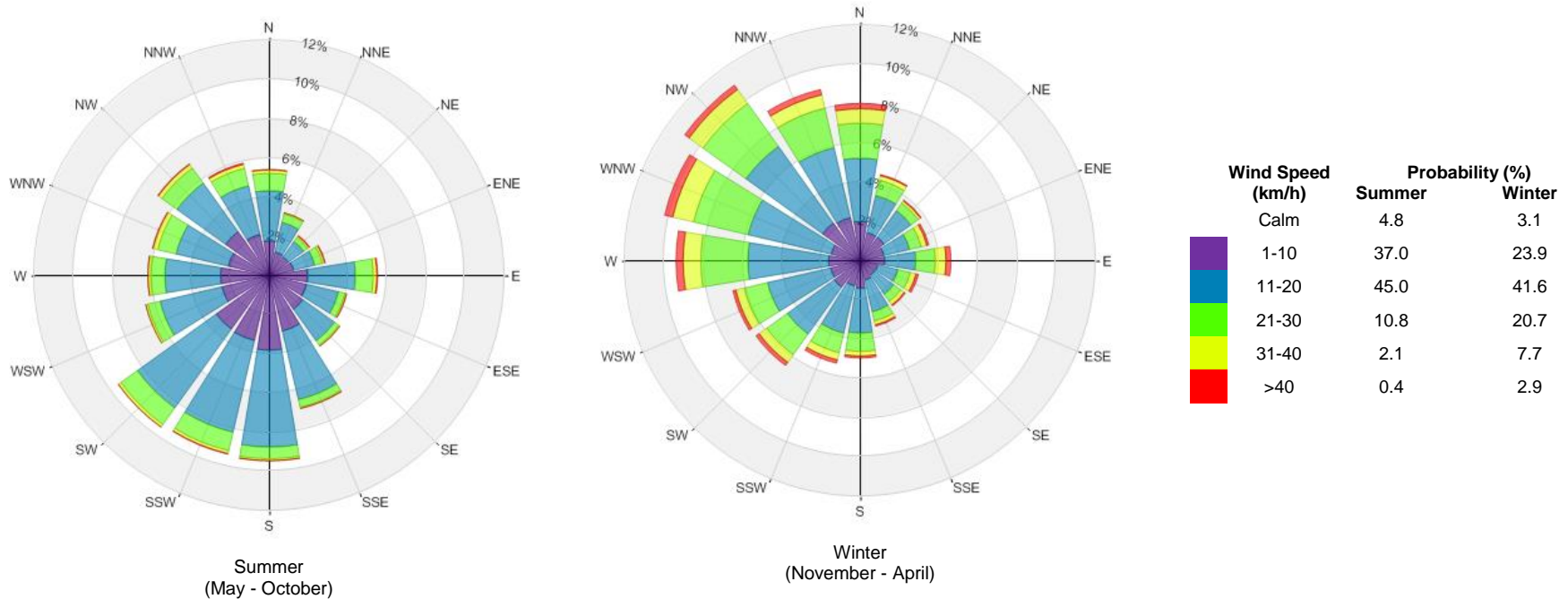


Image 4: Directional distribution (%) of winds (blowing from) - Shearwater Airport (1985 to 2014)

4. EXPLANATION OF CRITERIA

The RWDI pedestrian wind criteria are used in the current study. These criteria have been developed by RWDI through research and consulting practice since 1974. They have also been widely accepted by municipal authorities as well as by the building design and city planning community.

Sitting: Calm or light breezes desired for outdoor restaurants and seating areas where one can read a paper without having it blown away.

Standing: Gentle breezes suitable for main building entrances and bus stops.

Strolling: Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park.

Walking: Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering.

Wind conditions are considered suitable for sitting, standing or walking if the wind speeds are expected for at least four out of five days (80% of the time). An **uncomfortable** designation means that the criterion for walking is not satisfied.

Safety is also considered by the criteria and is associated with excessive gust wind speeds that can adversely affect a pedestrian's balance and footing. If winds sufficient to affect a person's balance occur more than 0.1% of the time, the wind conditions are considered severe. Wind control measures are typically required at locations where winds are rated as uncomfortable or they exceed the wind safety criterion.

These criteria for wind forces represent average wind tolerance. They are sometimes subjective and regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can also affect people's perception of the wind climate.

For the current development, wind speeds comfortable for walking or strolling are appropriate for sidewalks. Lower wind speeds comfortable for standing are required for main building entrances, where pedestrians may linger. Low wind speeds comfortable for sitting are desired for outdoor amenity and terrace areas in the summer, when these spaces are typically in use.

5. PEDESTRIAN WIND CONDITIONS

5.1 Background

Predicting wind speeds and occurrence frequencies is complicated. It involves building geometry, orientation, position and height of surrounding buildings, upstream terrain and the local wind climate. Over the years, RWDI has conducted more than 2,500 wind-tunnel model studies on pedestrian wind conditions around buildings, yielding a broad knowledge base. This knowledge has been incorporated into RWDI's proprietary software that allows, in many situations, for a qualitative, screening-level numerical estimation of pedestrian wind conditions without wind tunnel testing.

The following is a discussion of the wind microclimate on and around the development site for the existing and proposed conditions. The focus of the discussion will be on the main pedestrian areas listed in Section 2 – entrances, sidewalks and terraces and amenity space on the building. The development site and design of the proposed buildings has several features that are favourable towards achieving wind conditions appropriate for pedestrian use:

- Main entrance recessed from the east façade of the building;
- Main entrance serviced by a lobby;
- Floors of the building set-back from the main façade at different elevations; etc.; and
- Sheltering offered by the existing and future surrounding buildings to the west through north.

These features and any proposed dense landscaping around or on the development are also positive measures for wind control. They should be retained in the final design.

A building taller than its surroundings tends to intercept the stronger winds at higher elevations and redirect them to the ground level. Such a “downwashing flow” is the main cause for increased wind activity around a tall building at the pedestrian level. Oblique winds also cause “corner flow accelerations” around the downwind building corner. When two buildings are situated side by side, wind flow tends to accelerate through the space between the buildings due to a “channeling effect”. If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity.



Image 5a – Downwashing flow



Image 5b – Corner acceleration

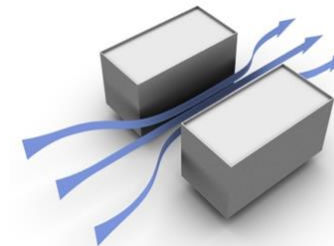


Image 5c - Channeling effect

5. PEDESTRIAN WIND CONDITIONS

5.2 Existing Wind Conditions

The existing three storey building on site is much shorter than most of the existing surroundings. As described in Section 2, the surroundings are well developed, comprised of several mid or high rise buildings in most directions.

The existing wind conditions on the sidewalks along Brenton Street and Brenton Place are expected to be comfortable for standing or strolling during the summer. During the winter, higher than desired wind conditions are expected around the site, particularly along the sidewalks of Brenton Place. This is due to the exposure of southwesterly winds to this area that are channelled through the tall buildings to the south and west of the site and accelerated along Brenton Place.

5.3 Potential Wind Conditions at Grade Level

Given the building location and local wind directionality, it is our opinion that the proposed development will not affect the current wind conditions along South Park Street, including the area around the intersection with Brenton Place.

The main entrance of the proposed development is identified using a red triangle in Image 2. The entrance is recessed from the main façade and serviced by a lobby, where patrons can wait on windy days. Both these features are positive for wind control. With these features in place, the main entrance is predicted to be suitable for the intended use.

Wind speeds on sidewalks around the proposed development are predicted to be comfortable for standing during the summer. During the winter, suitable wind conditions are expected along Brenton Street, as the proposed building will provide additional sheltering from the prevailing west and northwest winds. With the proposed building in place, the existing accelerations of southwest winds will extend further east along Brenton Place. The southwest winds are less frequent and the resultant wind speeds are expected to be similar to those that currently exist along the street. The proposed canopy and significant tower setbacks at the south façade are positive design features as they reduce the impact of the downwashing wind flows.

The proposed landscaping along sidewalks (Image 6) is a positive design feature. Coniferous species can be included for landscaping to be effective in wind control during the winter. Alternatively, hardscaping in the form of screens and street art can be considered along Brenton Place, if lower wind speeds are desired.

The grade-level patios on the west side of the project (Image 6) are largely enclosed by the existing and proposed buildings and wind conditions comfortable for sitting are expected throughout the year.

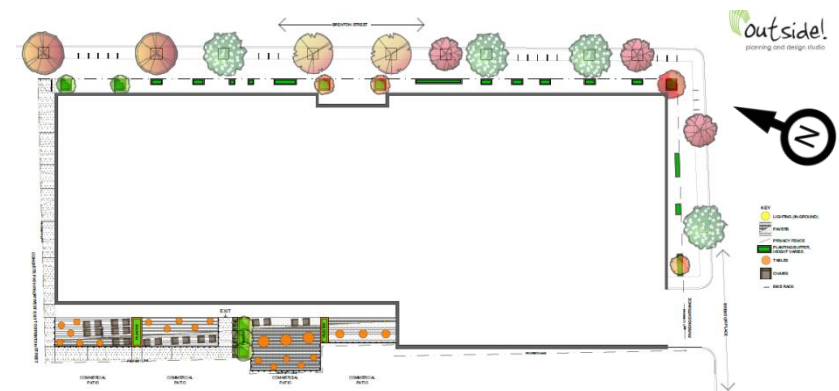


Image 6 – Proposed landscaping along sidewalks

5.4 Potential Wind Conditions at Above Grade Levels

Ideally, it is desirable for wind conditions to be comfortable for sitting on terraces meant for passive activities in the summer when frequent usage is anticipated. During the winter, outdoor terraces are less likely to be used so higher wind speeds would be acceptable. The locations of the terraces and outdoor amenity area are shown in Image 3.

Being at higher elevations, the proposed terraces and amenity space would be more exposed to winds from all directions. The terraces located at the east side at levels 4, 7 and 10 are less exposed to the prevailing winds. The terrace at level 2 is also sheltered by the existing building to the west of the proposed development. Wind conditions at these terraces are expected to be comfortable for sitting or standing during summer. Wind speeds on the terraces at Level 11 and south corner of Level 7 are predicted to be comfortable for strolling during summer and potentially uncomfortable during winter.

Higher-than-desired wind speeds are predicted at the communal outdoor space at Level 12, as the predominant northwesterly winds are expected to affect this amenity space. Winds in this area can be potentially uncomfortable and unsafe for pedestrians on windy days, particularly during the winter when access to the area should be limited.

Wind speeds predicted for the summer at the south and west side terraces are slightly higher than desired for terraces intended for passive activities. The proposed landscaping (Image 7) includes trees, plant buffers and a trellis. It is likely that additional wind control measures will be required to achieve comfortable wind conditions. They may take the form of tall railings, wind screens, trellises and landscaping. Image 8 provides a few photos for reference.

Private terraces and balconies often service tenants of one or a few units and it is understood that patrons would exercise operational control on windy days, without supervision. Terraces on the east side would be more protected from the prevailing winds being on the leeward side of the building. If lower wind speeds are desired, taller balustrades or local landscaping can be used on these terraces.

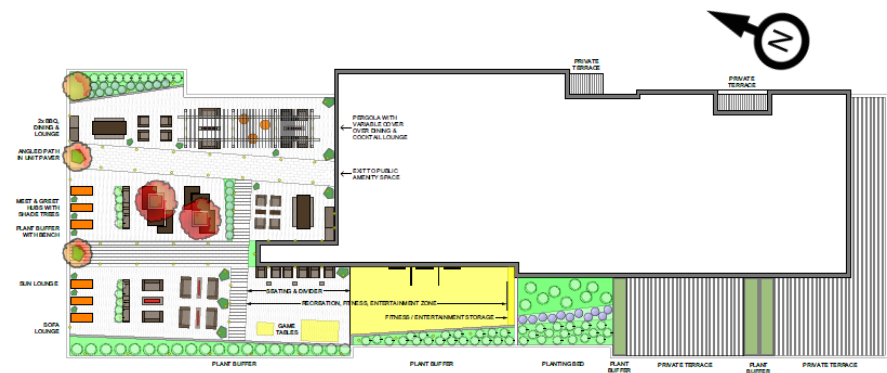


Image 7: Proposed landscaping plan for Level 12



Image 8: Wind control elements for above grade level areas

6. SUMMARY

The proposed development is a 16 storey mixed used building, with buildings in the immediate surroundings that are generally similar or smaller in height. A qualitative analysis was conducted to estimate the pedestrian wind conditions around the proposed development when it is added to the existing surroundings. This is based on our extensive experience of wind tunnel testing for buildings in the Halifax area. As described in Sections 2 and 5, the development site and surroundings have several features that are favourable for wind control, such as recessed entrances, tower setbacks, canopies and landscaping.

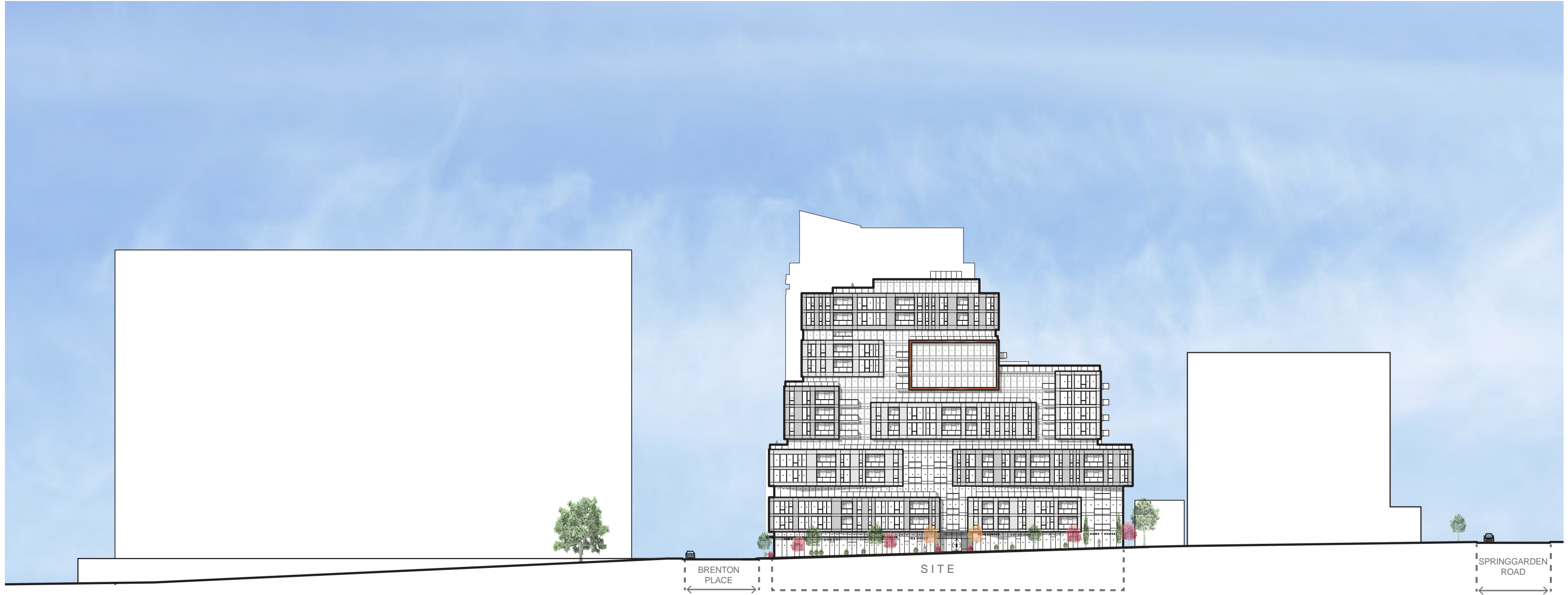
Overall, the wind microclimate around the development, including the main entrance and outdoor patios at grade, are expected to be comfortable for the intended usage. The proposed development will not negatively affect the wind conditions along South Park Street. Higher-than-desired wind activity is predicted at the sidewalks along Brenton Place, similar to the existing conditions. The proposed landscaping is expected to reduce the wind activity along sidewalks. If desired, coniferous trees or hardscaping (e.g., screens and street art) can be included for winter protection.

Wind speed categorizations on most of the terraces are predicted to be slightly higher than desirable for frequent passive usage and public gathering. Winds speeds will be lower on the terraces and balconies on the east side of the buildings. In addition to the proposed landscaping, wind control measures in the form of tall railings, porous screens, landscaping and overhead trellises would be beneficial in enhancing the wind microclimate on the terraces and Level 12 outdoor amenity space.

7. APPLICABILITY OF RESULTS

In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.

Attachment E - Streetscape Elevations and Renderings



B&B SUITES
HALIFAX, NS

STREETSCAPE ELEVATION
BRENTON STREET

Project No.: 2013.04
Scale: NTS
Date: 20 January 2016



WM FARES
ARCHITECTS

A17



B&B SUITES
 HALIFAX, NS

STREETSCAPE ELEVATION
BRENTON PLACE/CLYDE STREET

Project No.: 2013.04
 Scale: NTS
 Date: 20 January 2016



A18



B&B SUITES

HALIFAX, NS

ARTISTIC RENDERING

Project No.: 2013.04

Scale: NTS

Date: 20 January 2016

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A19



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HALIFAX, NS

ARTISTIC RENDERING

Project No.: 2013.04

Scale: NTS

Date: 20 January 2016

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A20

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
2	Downtown Precinct Guidelines		
2.3	Precinct 3 - Spring Garden Road Area		
2.3a	Development shall appropriately frame Citadel Hill, the Public Gardens, and Victoria Park through the provision of consistent, animated streetwalls of superior quality and design.	N/A	
2.3b	Ensure that there continues to be adequate sunlight penetration on Spring Garden Road.	N/A	
2.3c	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.	Yes	The proposal incorporates a large canopy, recessed entries, enclosed lobby area and building overhangs which combine to provide weather protection.
2.3d	Prohibit new surface parking lots of any kind	Yes	
2.3e	Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines).	Yes	
2.3f	<p>Development shall be in keeping with The Spring Garden Road/Queen Street Area Joint Public Lands Plan, including:</p> <ul style="list-style-type: none"> • ensure that the Clyde Street parking lots are redeveloped with mid-rise development, underground parking, and massing that transitions to Schmidville; • ensure that the existing parking supply on the two Clyde Street parking lots will be preserved as part of the redevelopment of those lots, and that in addition, the redevelopment provides adequate parking for the new uses being introduced; • reinforce a development pattern of “monumental” buildings on Spring Garden Road from Queen Street towards Barrington Street; • a new public open space, 2,000 square metres minimum, shall be established at the terminus of Clyde Street, on the east side of Queen Street; • Clyde Street and Brenton Place to become important pedestrian-oriented streets; • allow for a mid-rise development at the corner of Morris and Queen Streets, and; • to allow tall buildings on the western blocks of the precinct. 	Yes	
3	General Design Guidelines		

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
3.1	The Streetwall		
3.1.1	<p>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.</p> <p>All retail frontages should be encouraged to reinforce the 'main street' qualities associated with the historic downtown, including:</p>		
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 glazing on a minimum of 75% of the first floor elevation).	Yes	
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	The proposal incorporates a large canopy, recessed entries, enclosed lobby area and building overhangs which combine to provide weather protection.
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.	Yes	
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.	Yes	
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	N/A	

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
	areas may be considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill out activity such as sidewalk patios.		
3.1.3	Streetwall Height (<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		
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	The façade is articulated in both a vertical and horizontal rhythm in a contemporary manner.
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	Yes	

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
	access the sidewalk.		
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	N/A	
3.2.2c	Sideyard setbacks are not permitted in the Central Blocks defined on Map 8 of the Land Use Bylaw, except where required for through-block pedestrian connections or vehicular access.	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 animation.	N/A	
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.	N/A	
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	A sloping condition exists on both street frontages. The floor slab will be stepped to avoid sunken entries. Frequent pedestrian entrances to the retail spaces are proposed.
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.	N/A	
3.2.4	Residential Uses		

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
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.	N/A	
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	
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	

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
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	A sloping condition exists on both street frontages. The floor slab will be stepped to avoid sunken entries..
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.	N/A	
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	<p>To encourage continuity in the streetscape and to ensure vertical breaks in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.:</p> <ul style="list-style-type: none"> • Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. • Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline. 	Yes	The articulation of the building façade distinguishes the base, middle and top portions through the varied use of projected solid volumes in angled or wedge positions, framed-glass volumes, recessed glazed voids, and alternating colours/ finishes.
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	Yes	

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
	aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.		
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	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 insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	Yes	
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	A large canopy, recessed entries, enclosed lobby area and building overhangs are incorporated.
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	Yes	
3.3.4	Roof Line and Roofscapes		

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
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	The top is distinguished by a solid, uninterrupted mass, with fully glazed portions on the north and south elevations.
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	Elements of the middle and base are incorporated into the top.
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 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.	N/A	
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 (<i>not applicable</i>)		
3.5	Parking Services and Utilities		
3.5.1	Vehicular Access, Circulation, Loading and Utilities		
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	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	

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
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.	N/A	
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		
3.5.2a	Where multi-storey parking facilities are to be integrated into new developments they should be visually obscured from abutting streets by wrapping them with 'sleeves' of active uses.	N/A	
3.5.2b	Animated at-grade uses should occupy the street frontage, predominantly retail, with 75% transparency.	Yes	
3.5.2c	At-grade parking access and servicing access to retail stores should be provided to the rear and concealed from the street.	N/A	
3.5.2d	Provide articulated bays in the façade to create fine-grained storefront appearance.	N/A	
3.5.2e	Provide pedestrian amenities such as awnings, canopies, and sheltered entries.	Yes	
3.5.2f	Provide façade treatment that conceals the parking levels and that gives the visual appearance of a multi-storey building articulated with 'window' openings.	N/A	
3.5.2g	Design of parking structures such that they can be repurposed to other uses (i.e. level floor slabs) is encouraged.	N/A	
3.5.2h	Provide cap treatment (at roof or cornice line) that disguises views of rooftop parking and mechanical equipment.	N/A	
3.5.2i	Utilize high quality materials that are compatible with existing downtown buildings.	Yes	
3.5.2j	Locate pedestrian access to parking at street edges, with direct access. Ensure stairs to parking levels are highly visible from the street on all levels.	N/A	

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
3.5.2k	Ensure all interior and exterior spaces are well lit, inclusive of parking areas, vehicular circulation aisles, ramps, pedestrian accesses, and all entrances.	Yes	
3.5.2l	Maintain continuous public access to parking at all hours and in all seasons.	N/A	
3.5.2m	Minimize the width and height of vehicular access points to the greatest practical extent.	Yes	
3.5.2n	Provide clear sightlines for vehicles and pedestrians at sidewalks, by setting back columns and walls, and providing durable low-maintenance mirrors.	Yes	Side wall is set back from sidewalk and contains openings to improve visibility.
3.5.2o	Bicycle parking must be provided in visible at-grade locations, and be weather-protected.	Yes	
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.	Yes	
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	
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.	Yes	
3.5.4e	Ensure there is no light trespass onto adjacent residential areas by the use of shielded Afull 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>no plans have been provided about specific signage – signs will be subject of separate future permit applications</i>)		
3.6	Site Plan Variance		
3.6.3	Streetwall Height Variance: Streetwall heights may be varied by Site Plan Approval where:		
3.6.3a	The streetwall height is consistent with the objectives and guidelines of the Design Manual; and	Yes	Refer to staff report
3.6.2c	The streetwall height of abutting buildings is such that the	Yes	

Attachment F – Design Manual Checklist – Case 20374

Section	Guideline	Complies	Discussion
	streetwall height would be inconsistent with the character of the street.		
3.6.7	Maximum Tower Width Variance: The maximum tower dimensions may be varied by Site Plan Approval where:		
3.6.7a	The maximum tower width is consistent with the objectives and guidelines of the Design Manual;	Yes	Refer to staff report
3.6.15	Land Uses at Grade Variance: The minimum floor-to-floor height for the ground floor of a building having access at the streetline or Transportation Reserve may be varied by Site Plan Approval where:		
3.6.15a	The proposed floor-to-floor height of the ground floor is consistent with the objectives and guidelines of the Design Manual; and	Yes	Refer to staff report
3.6.15b	The proposed floor-to-floor height of the ground floor does not result in a sunken ground floor condition; and	Yes	
3.6.15e	The in the case of a new building or an addition to an existing building being proposed along a sloping street(s), the site of the proposed new building or the proposed addition to an existing building is constrained by sloping conditions to such a degree that it becomes unfeasible to properly step up or step down the floor plate of the building to meet the slope and would thus result in a ground floor to-floor height at its highest point that would be impractical	Yes	