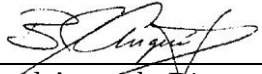


**Design Review Committee
September 13, 2012**

TO: Chair and Members of Design Review Committee

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

DATE: September 4, 2012

SUBJECT: **Case 18006: Substantive Site Plan Approval – Mixed-use Development,
Queen, Clyde and Birmingham Streets, Halifax**

ORIGIN

Application by W. M. Fares Group on behalf of Clyde Street Developments Ltd.

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 of the “Mary Ann” site bound by Queen, Clyde and Birmingham Streets, Halifax, as shown on Attachment A;
2. Accept the findings of the qualitative wind impact assessment as found in Attachment D; and
3. Recommend that the Development Officer accept, as the post-bonus height public benefit for the development, the provision of residential units at a subsidized cost to contribute to housing affordability.

BACKGROUND

This application for substantive site plan approval is for a mixed-use development of the southern portion of the block bound by Queen, Clyde and Birmingham Streets, and south of Spring Garden Road, known as the “Mary Ann” site (refer to Attachment A). The site is approximately 34,000 square feet in area and has been used as a commercial parking lot for a period of approximately four decades. The site was owned by HRM until September of 2011 and was the subject of a Request for Proposals for its redevelopment in early 2011. It is the first of the three “Sister Sites”, in which the RFP was awarded and one of two lots known as the “Clyde Street parking lots.”

Project Description

The proposal is to construct a 9-storey mixed-use development with commercial uses on the ground floor and multi-unit residential above, with underground parking. The following highlights the major elements of the proposal:

- Approximately 23,000 square feet of commercial floor space at street level with pedestrian access points along each street and separate residential lobby area;
- approximately 133 residential units on 8 storeys;
- three underground parking levels containing 153 parking spaces;
- residential driveway access to underground parking off Birmingham Street and a service entrance off Queen Street;
- landscaped areas, including a plaza in front of the building off Clyde Street, second level roof terrace, residential terraces and balconies and rooftop, low maintenance landscaping; and
- exterior cladding materials which include granite, brick and architectural stone, glass, aluminum frames, composite panels, glass canopies and glass/ composite balconies with metal railings.

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

Recent Amendments to the Proposal

On August 9, 2012, the applicant provided an overview of the project to the Design Review Committee. Since then, the plans for the building have been slightly revised as follows:

1. The horizontal mass of the wall facing Clyde Street, above the lower streetwall, has been divided into two segments;
2. The plans for the 4 metre wide area adjoining Clyde Street have been changed so as to provide a higher degree of landscaping; and
3. The portion of the north wall that coincides with the property boundary, and which consequently has no fenestration, is the subject of improved architectural articulation to improve its appearance.

Regulatory Context

The following are relevant to note from a regulatory context:

- the site is within the DH-1 Zone and the Spring Garden Road Area (#3) Precinct;
- the maximum pre-bonus height is 22 metres and the maximum post-bonus height is 28 metres;
- the site is encumbered by Viewplanes #9 and #10. The proposed building lies just underneath the viewplanes;
- the required streetwall setback on Clyde Street is the “Institutional and Parkfront Setbacks” (4m+) while the Queen and Birmingham Streets setback is “Minimal to no setback” (0-1.5m); and
- the minimum streetwall height is 11 metres while the maximum heights are 15.5 metres on Clyde and 18.5 metres on Queen and Birmingham Streets.

Role of the Development Officer

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

Role of the Design Review Committee

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

1. determine if the proposal is in keeping with the design guidelines in the Design Manual;
2. determine if the proposal is suitable in terms of expected wind conditions on pedestrian comfort; and
3. provide advice to the Development Officer with respect to the acceptability of the proposed post-bonus public benefit.

DISCUSSION

Design Manual Guidelines

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

Canopies and Awnings 2.3 (c) and 3.2.3 (b)

The Design Manual encourages canopies and awnings over the sidewalks abutting the project, as a means of providing weather protection for pedestrians. A sloped glass canopy is proposed over the main residential entrance on Clyde Street while projecting canopies (glass with steel frames) are proposed along all street frontages above retail entrances and windows, between each of the bays. As

canopies and awnings are encouraged but not mandatory, except on pedestrian-oriented streets, the presence of these elements meets the intent of the manual.

Parking 2.3(f), 3.5.2(l) and (o)

The Design Manual and Land Use By-law require that, for the two Clyde Street parking lots, a minimum of 210 parking spaces be retained for public use in addition to any parking required for the new developments. Both lots will be developed by Clyde Street Developments Ltd., who has indicated that 51 spaces will be allocated for public use in this proposal, with the remaining 159 spaces to be allocated to their future development of the adjacent block. The developer has also indicated that continuous public access to this parking (3.5.2 l) will be maintained. With regard to bicycle parking (3.5.2 o), visible at-grade locations will be identified and incorporated into the final site design.

Clyde Street as a Pedestrian-oriented Street 2.3(f)

While Clyde Street is not a designated “Pedestrian-oriented Commercial Street”, the Design Manual calls for it to evolve into an important pedestrian street. This is advanced through the proposal with the 4.0 metre required setback and the installation of landscaping along Clyde Street. Such improvements serve to promote a linkage between the Central Library and Victoria Park.

Vehicular and Service Access 3.5.1(b) and 3.5.2(c)

The Design Manual calls for the visual impact of parking and service areas to be minimized. There are two such areas, on Queen Street and Birmingham Street, which serve as a parking garage entrance and loading bay. These areas occupy a small degree of the overall width of each of these building faces and their overall size is not substantial. Given that they are relatively well concealed, they comply with the Design Manual.

Wind Assessment

A qualitative wind impact assessment was prepared by Ekistics Planning and Design for the proposal (refer to Attachment D). The purpose of the assessment is to determine whether the site, and in particular the surrounding sidewalks and plazas, will be safe and comfortable for pedestrians for the intended usage once the new building is constructed.

The assessment concludes that there would be minimal changes to the wind conditions and level of comfort as a result of the proposal. The proposed building and site design, which includes vertical recession of the upper storeys, recessed entrances, canopies and street trees, assists in mitigating any impacts.

Proposed Public Benefit

The Land Use By-law specifies a maximum pre-bonus building height and a maximum post-bonus height. Projects that propose to exceed the maximum pre-bonus height are required to provide a public benefit which is equal to or exceeds a prescribed value in the by-law based on the amount of gross floor area which lies above the pre-bonus height. A list of eligible public benefits is found in section 12(7) of the Land Use By-law.

The maximum pre-bonus height for the proposal is 22 metres and the maximum post-bonus height is 28 metres. The developer proposes that a public benefit contribution in the category of affordable housing providing residential units at a subsidized cost (Attachment E). This type of benefit falls within the public benefit categories that are defined in the Land Use By-law. A calculation of the value of the required public benefit has been determined to be approximately \$137,000. The value of the developer's affordable housing contribution will greatly exceed this amount and total approximately \$618,000.

The Design Review Committee 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 executed prior to the issuance of a Development Permit. It is recommended that directing the required public benefit contribution towards this category has merit on the basis that affordable housing has been identified as a need within the community. The proponent will need to continue their work with the province, through the Department of Community Services, to achieve an affordable housing agreement and program to deliver the units.

Conclusion

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

BUDGET IMPLICATIONS

The HRM costs associated with processing this planning application can be accommodated within the approved operating budget for C310 Planning & Applications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

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

ALTERNATIVES

1. The Design Review Committee may choose to approve the application for substantive Site Plan Approval, as submitted. This is the recommended course of action.
2. The Design Review Committee may choose to approve the application with conditions. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.

3. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal, based on the specific guidelines of the Design Manual.

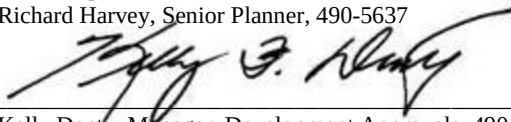
ATTACHMENTS

Map 1	Location and Zoning
Attachment A	Site Plan Approval Plans
Attachment B	Design Rationale
Attachment C	Design Manual Checklist – Case 18006
Attachment D	Qualitative Wind Impact Assessment
Attachment E	Developer's Overview of Post-Bonus Height Public Benefit
Attachment F	Exterior Lighting Concept
Attachment G	Renderings

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

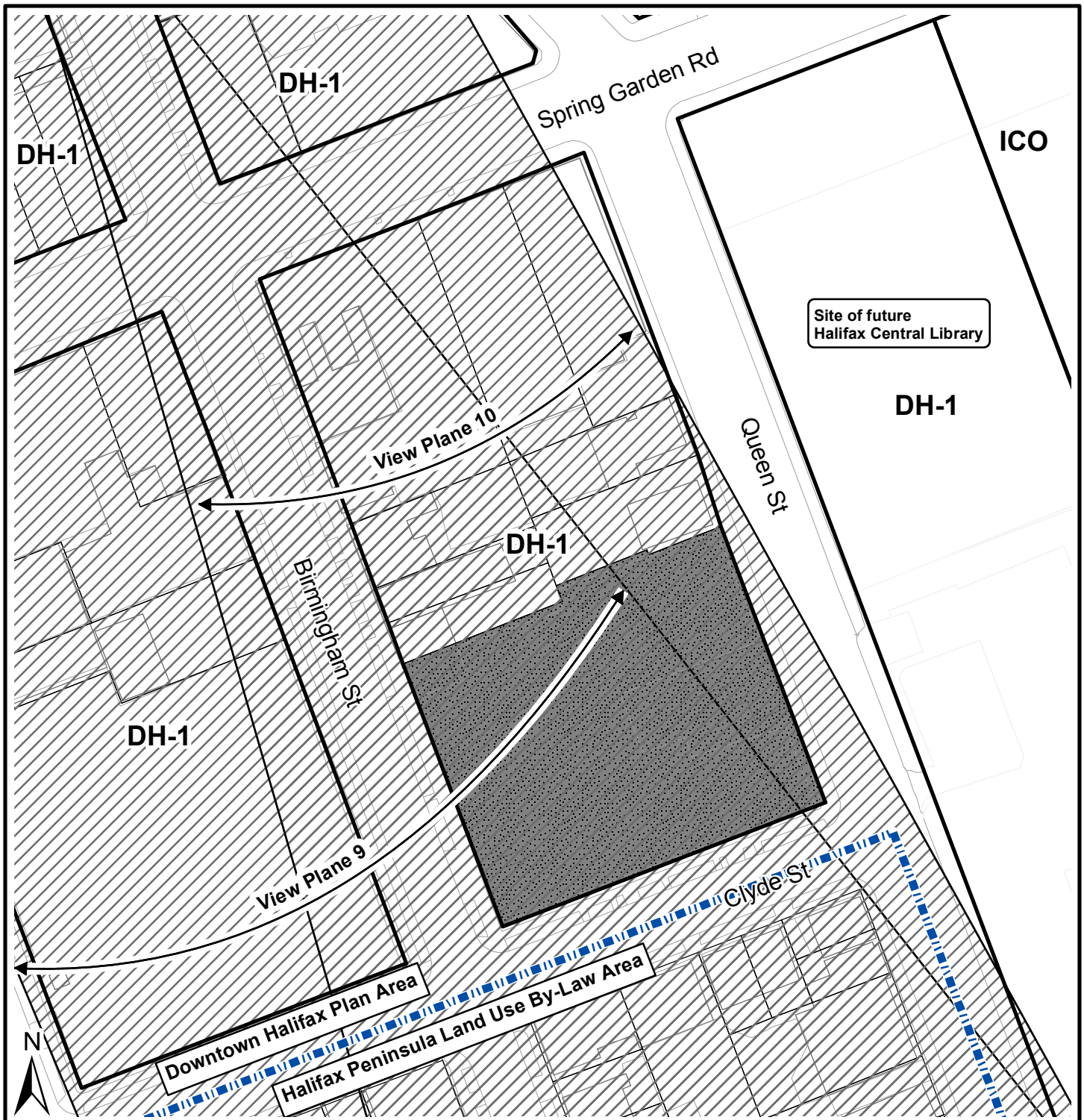
Report Prepared by:

Paul Sampson, Planner, 490-6259
Richard Harvey, Senior Planner, 490-5637



Report Approved by:

Kelly Denty, Manager, Development Approvals, 490-4800



Map 1 - Location and Zoning

1457 Birmingham Street
Halifax

 Subject property

 View plane

Downtown Halifax Plan Area

Zone

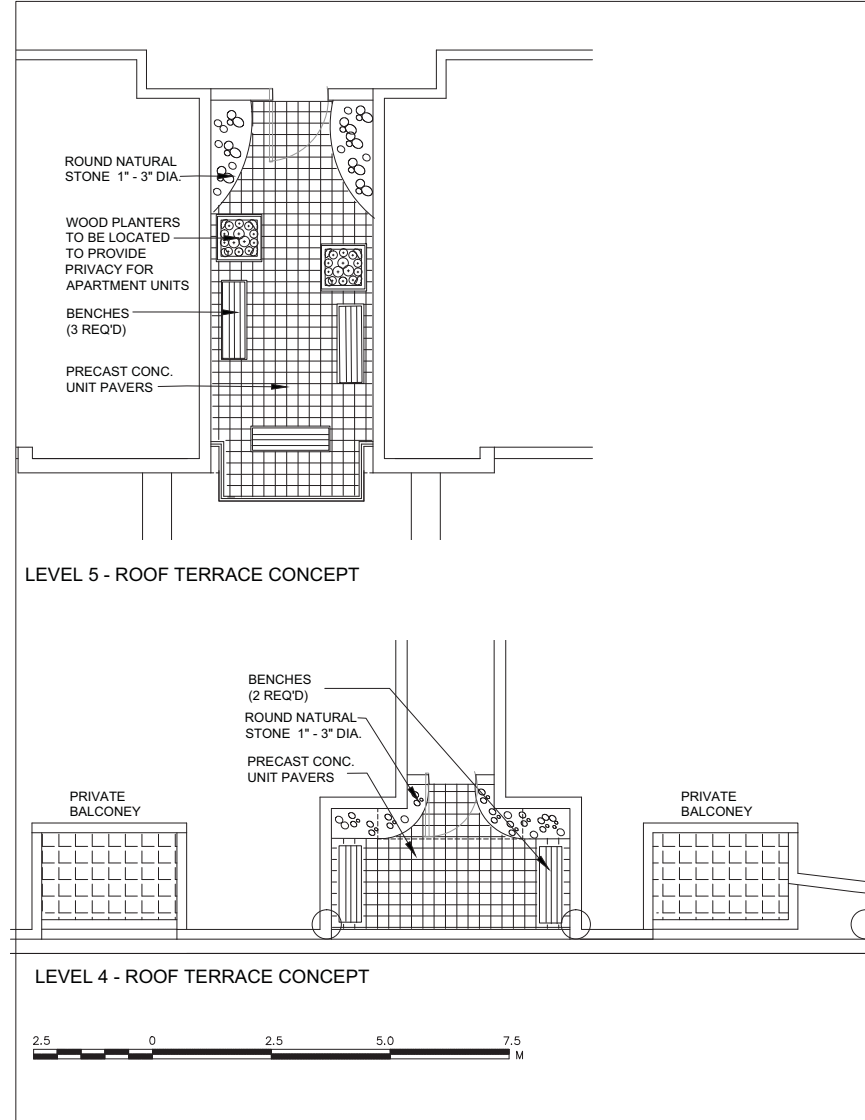
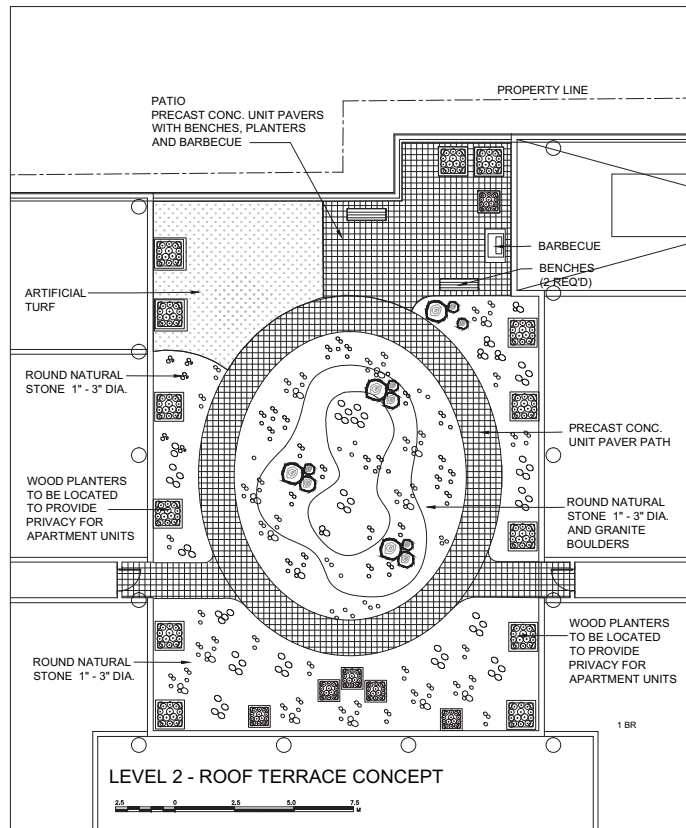
DH-1 Downtown Halifax
ICO Institutional, Cultural and Open Space

HALIFAX
REGIONAL MUNICIPALITY
DEVELOPMENT APPROVALS
PLANNING SERVICES

0 20 40 m


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

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



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PROJECT NORTH:



Duffus
Romans
Kundzins
Rounsefell
ARCHITECTS LIMITED
HALIFAX, NOVA SCOTIA

MARY ANN SITE
CLYDE / BIRMINGHAM /
QUEEN STREET

LEVEL 2,4,5
ROOF TERRACE
LANDSCAPE PLAN

Date
03 FEBRUARY 2012

Scale
AS NOTED

Drawing
L-02

NO.	REVISION	DATE

PROJECT
SISTERS SITE, CLYDE STREET

DRAWING
CONCEPTUAL
ROOF LANDSCAPE PLAN

SCALE	DATE
1:150	JULY 25, 2012

DRAWN BY	CHECKED	REVIEWED
-	-	-

APPROVED	DEPT. APPROVAL
-	-

SEAL

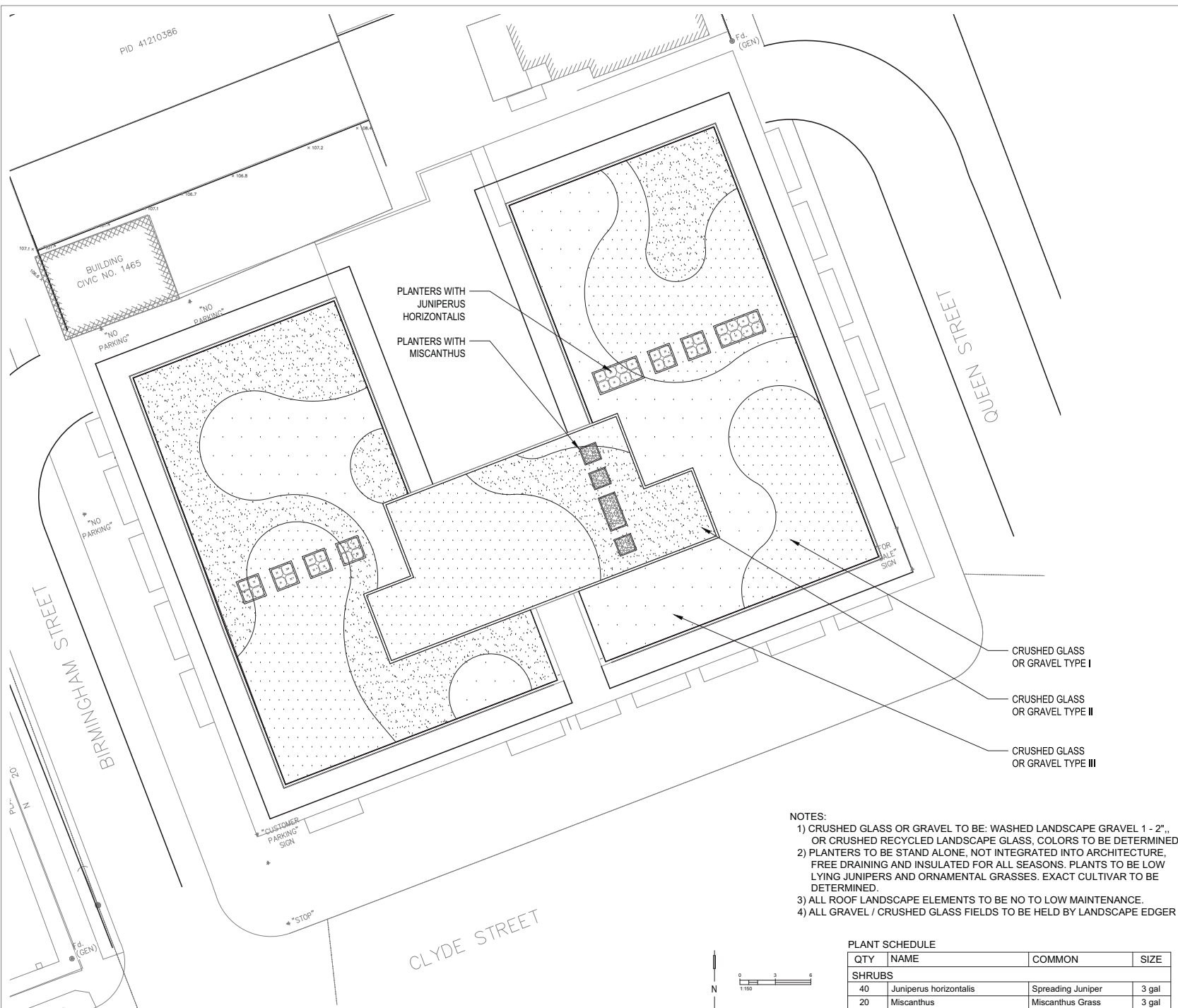
Case 18006 - Attachment A
Site Plan Approval Plans

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-	L003

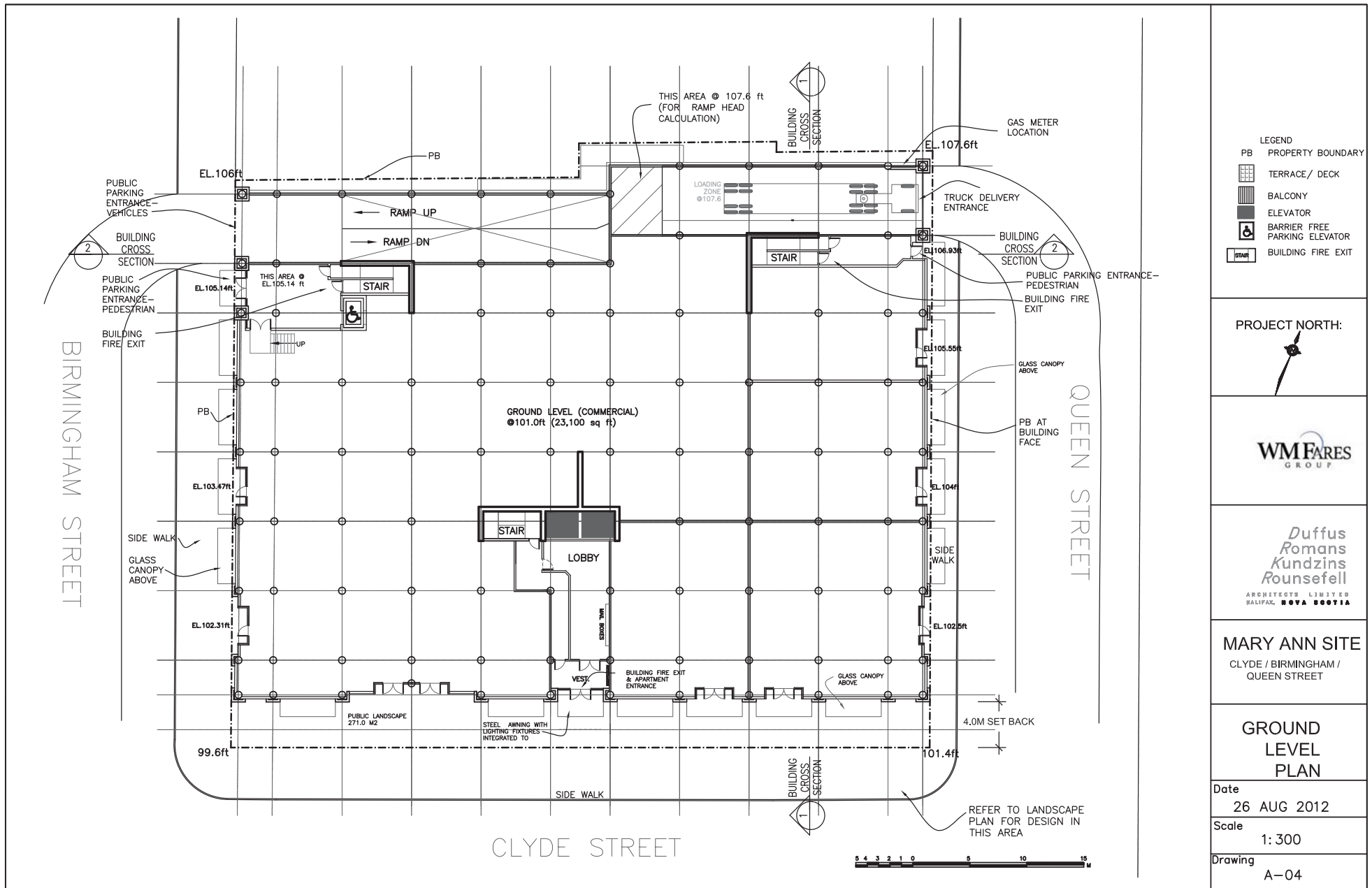
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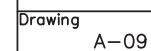
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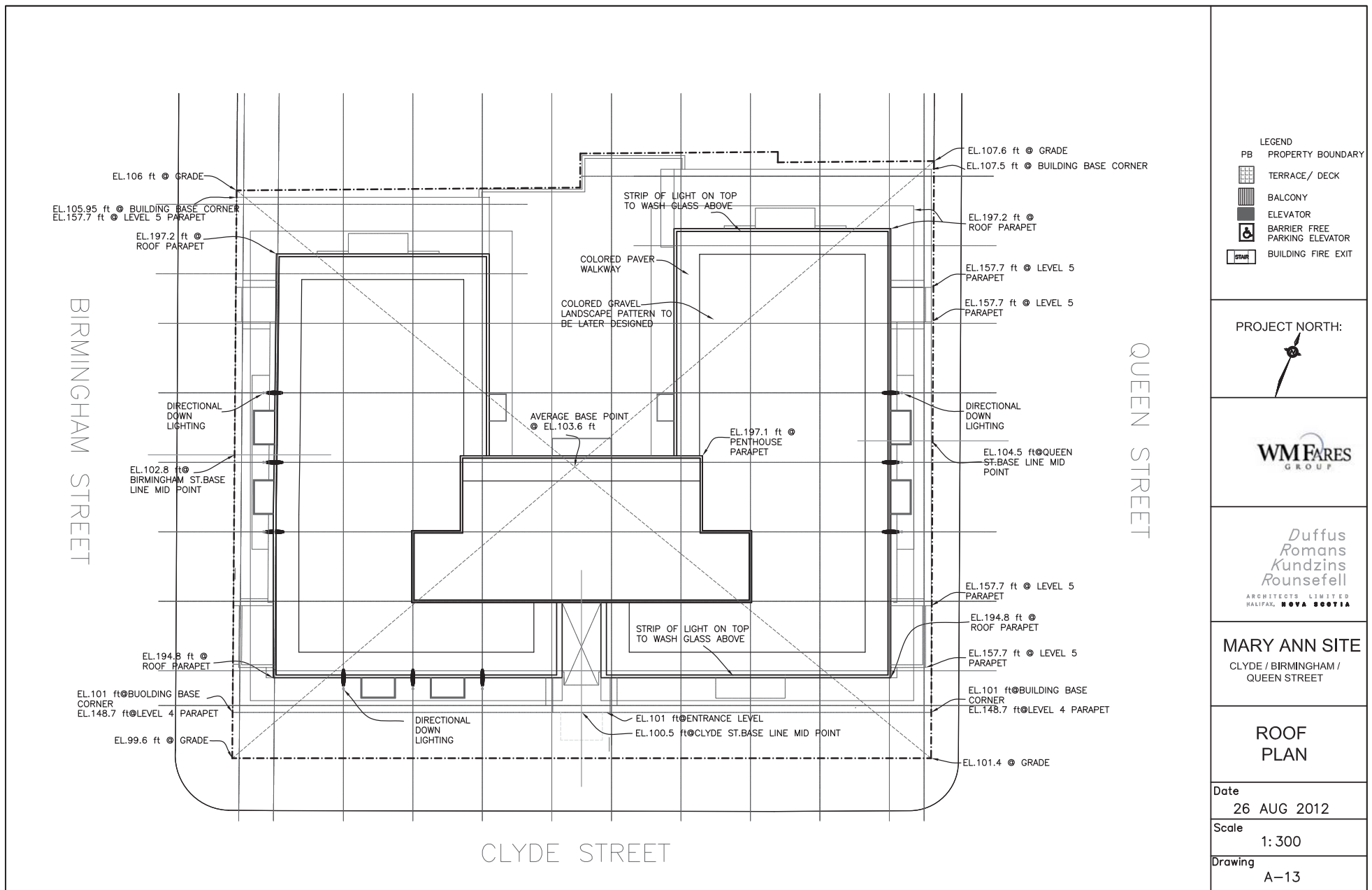
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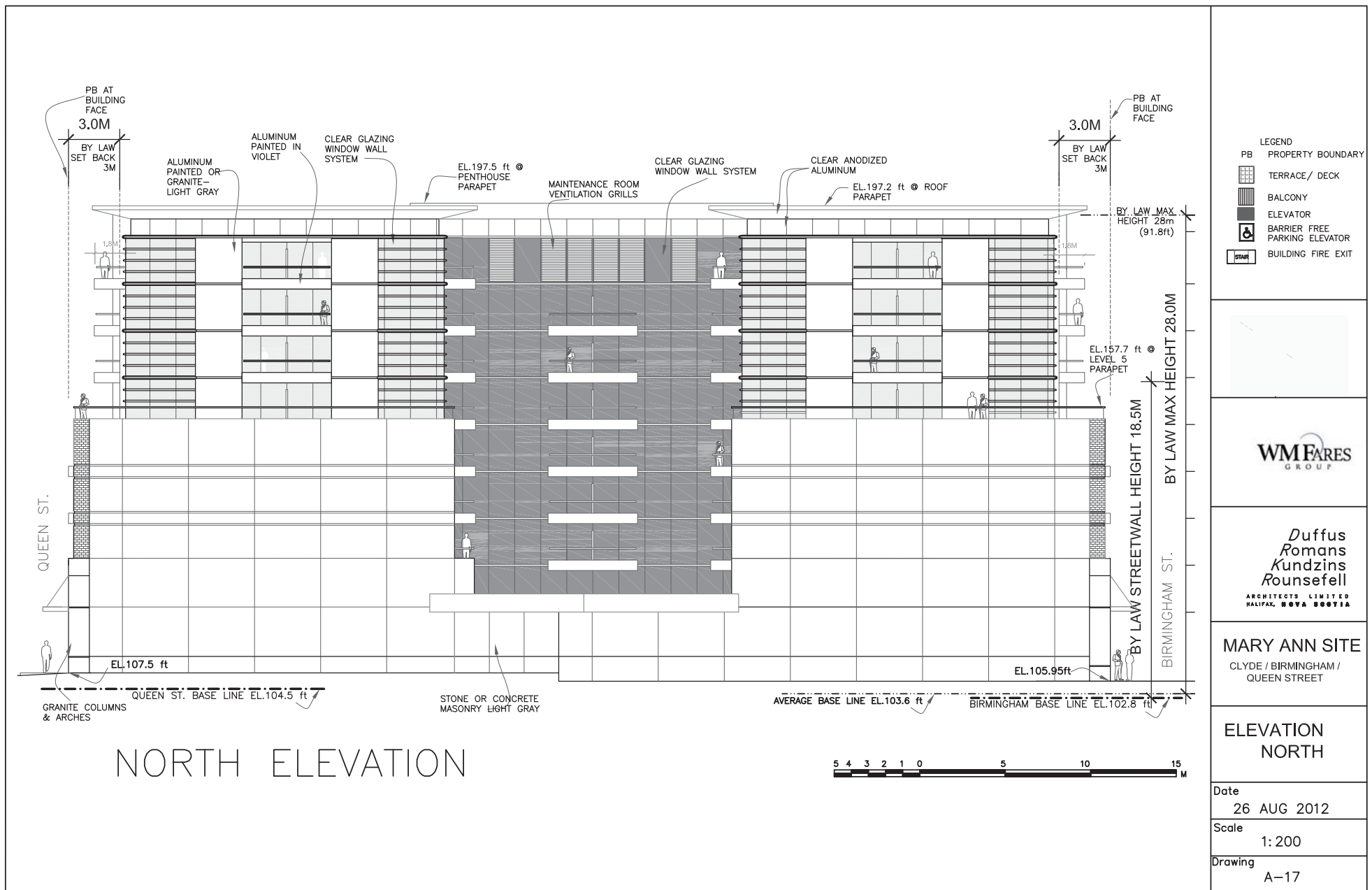
Case 18006
Attachment A - Site Plan Approval Plans





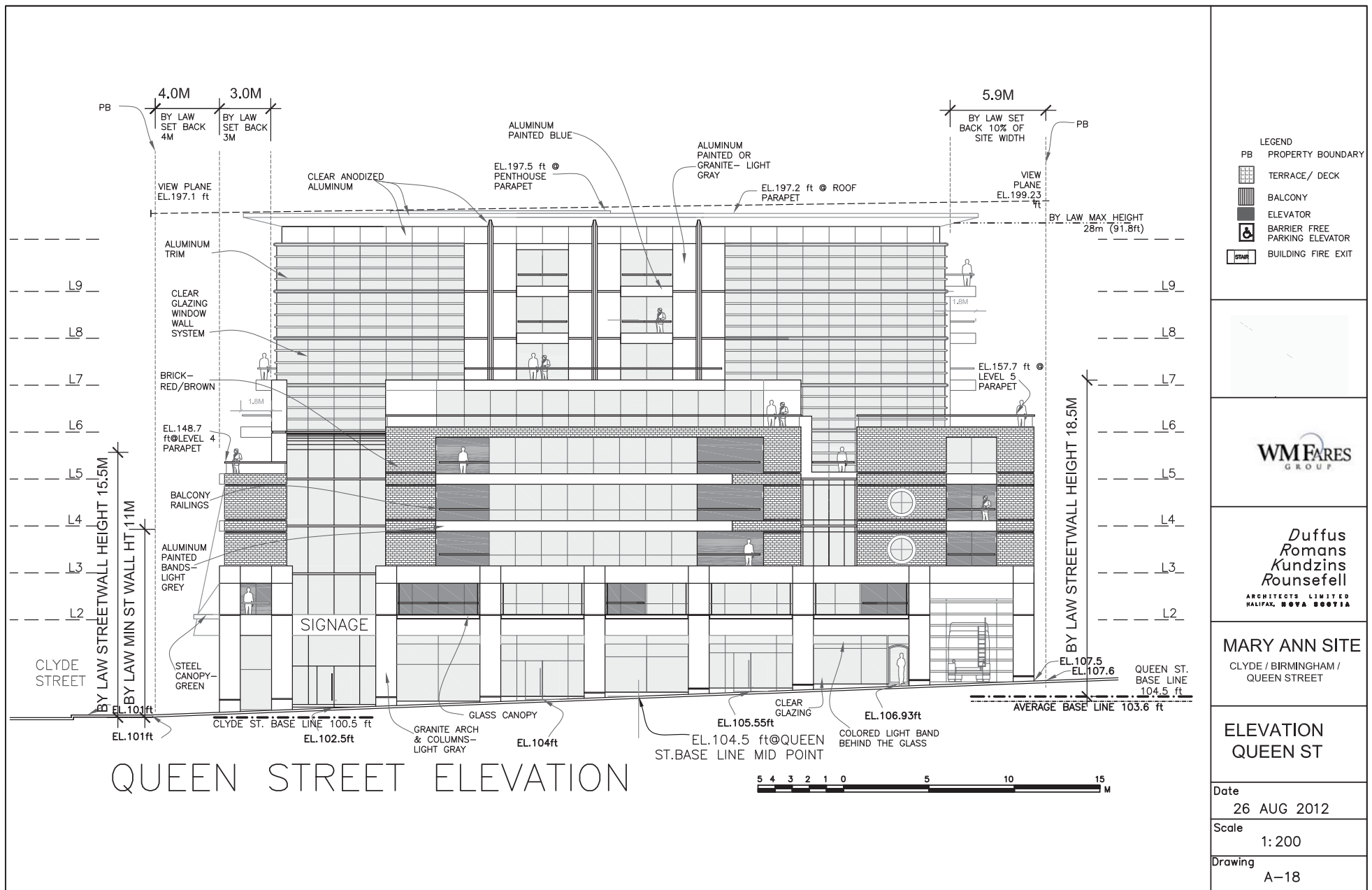


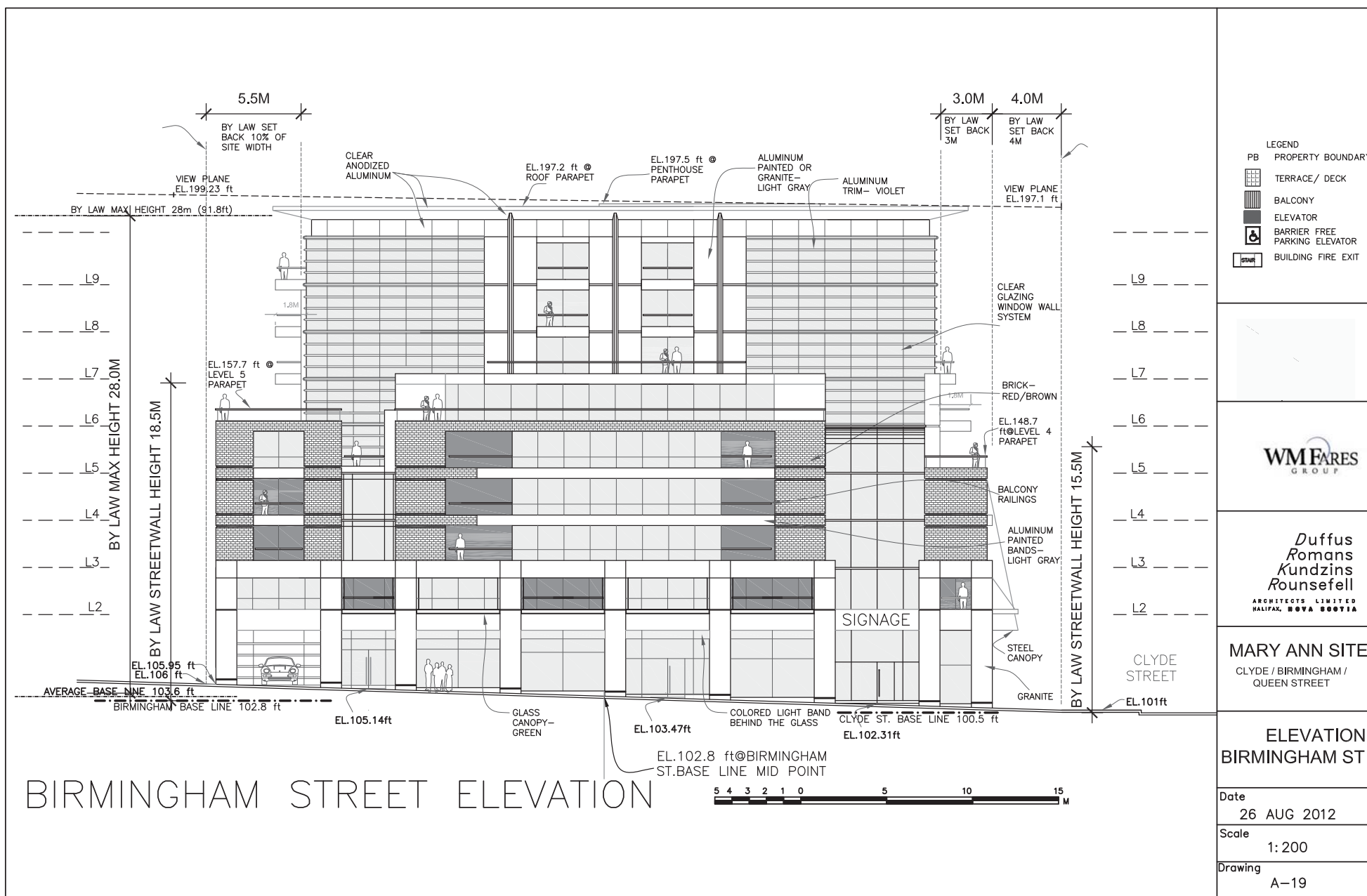




Case 18006

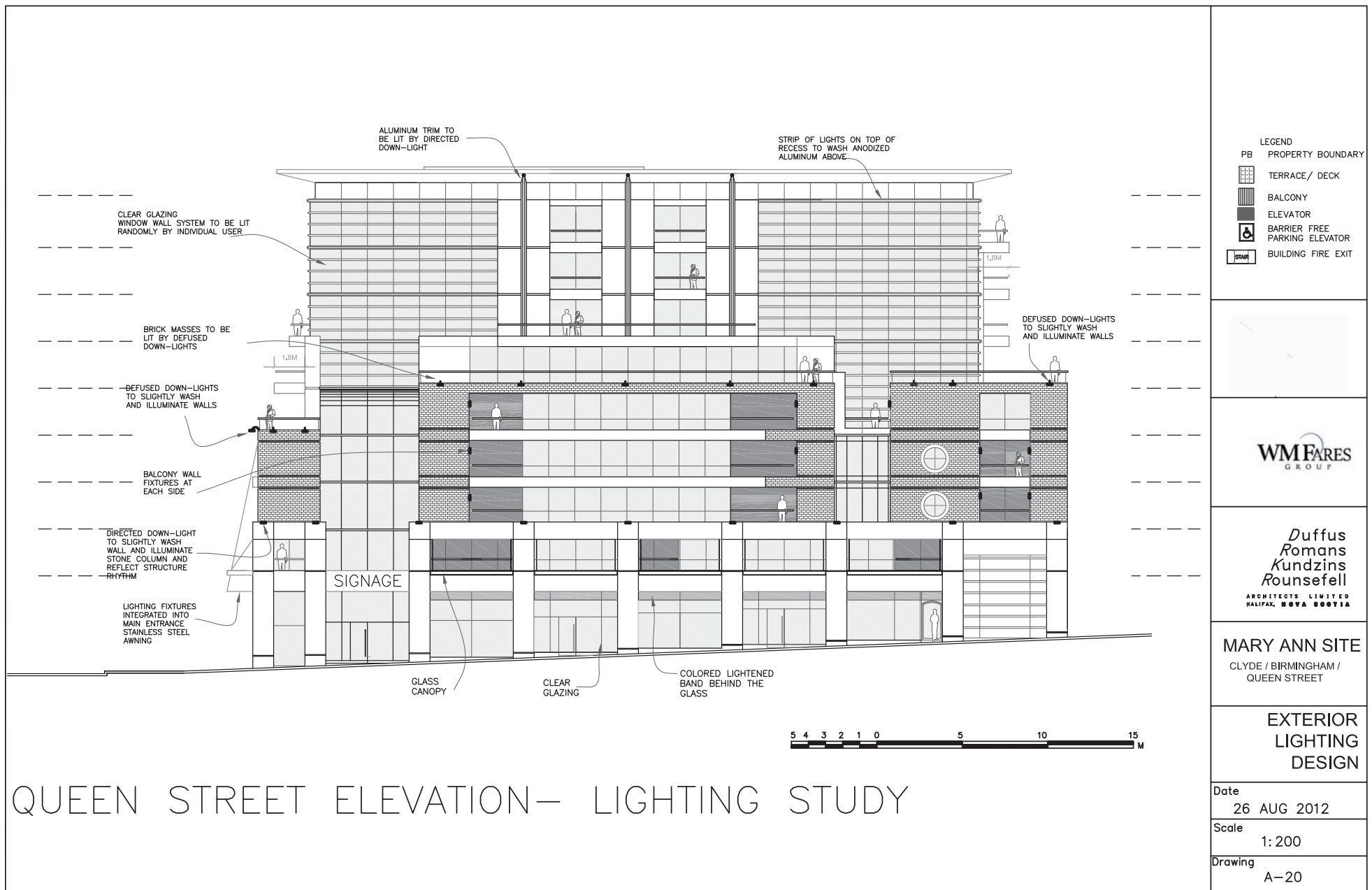
Attachment A - Site Plan Approval Plans

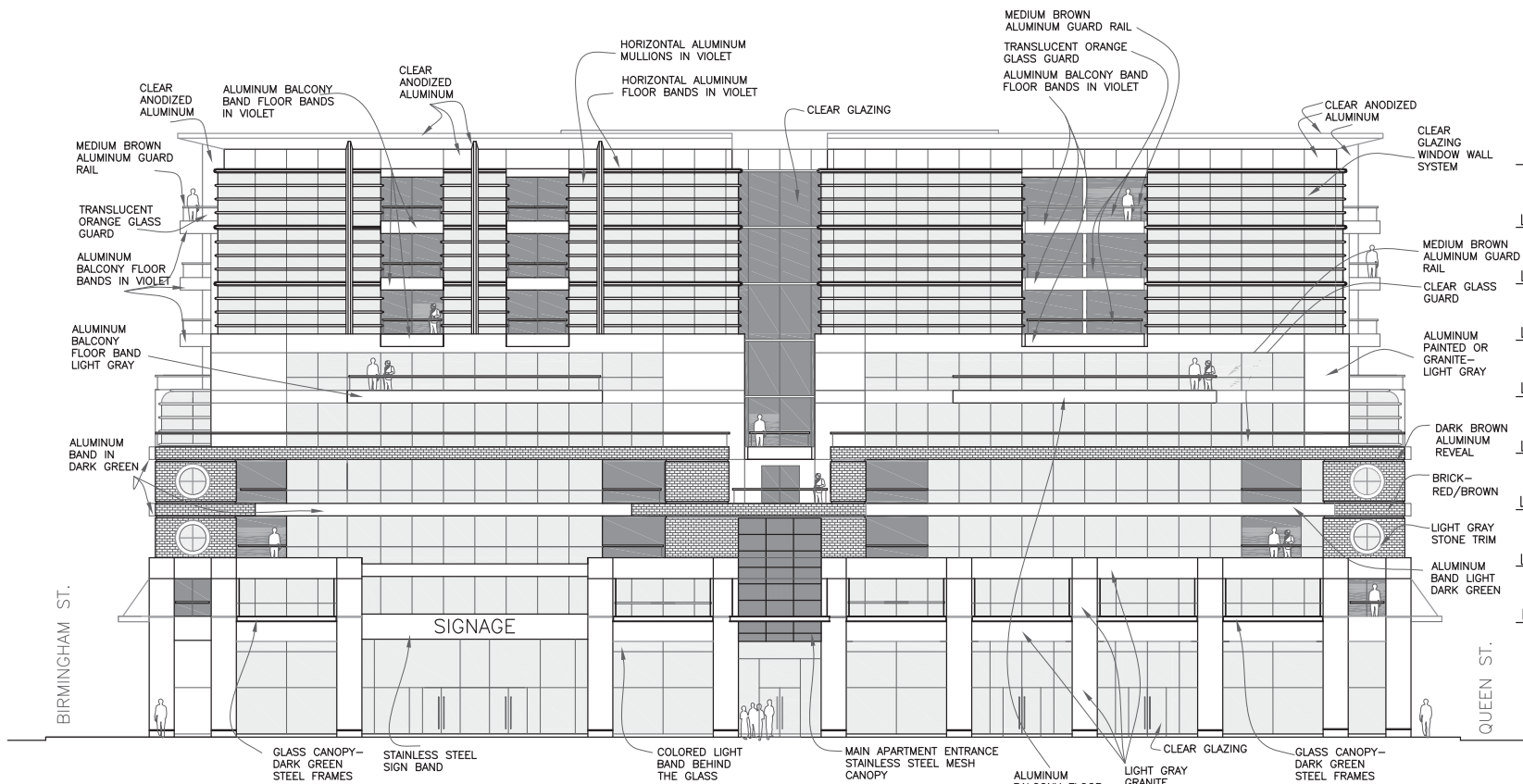




Case 18006

Attachment A - Site Plan Approval Plans





CLYDE STREET ELEVATION

NOTE: BUILDING MATERIALS AND COLORS ARE CONSISTENT AT ALL 4 ELEVATIONS
IN ADDITION TO SHEET A22

LEGEND	
PB	PROPERTY BOUNDARY
	TERRACE/ DECK
	BALCONY
	ELEVATOR
	BARRIER FREE PARKING ELEVATOR
	BUILDING FIRE EXIT

WMFARES
GROUP

*Duffus
Romans
Kundzins
Rounsefell*
ARCHITECTS LIMITED
BALIFAC, NOVA SCOTIA

MARY ANN SITE

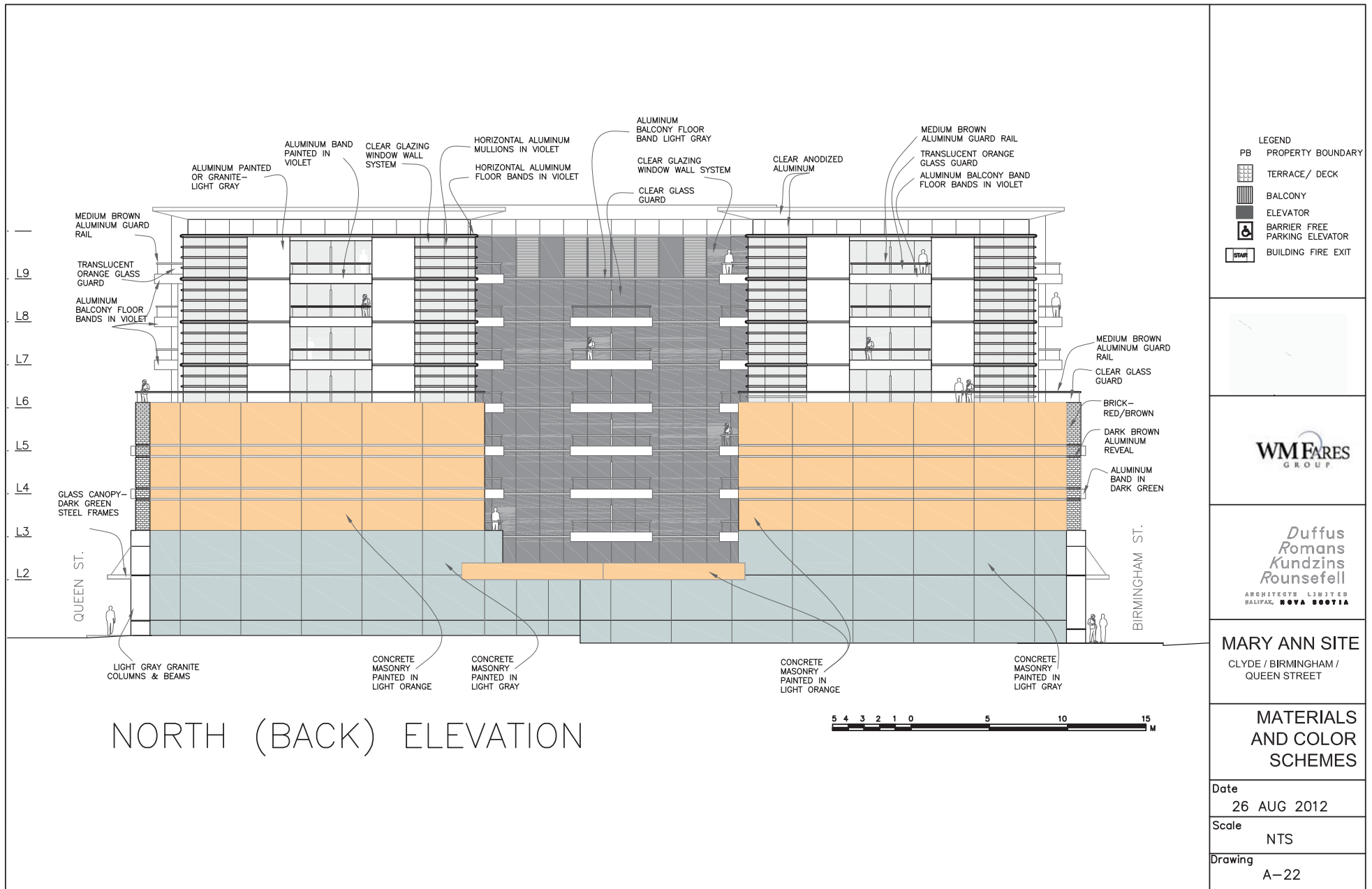
CLYDE / BIRMINGHAM /
QUEEN STREET

MATERIALS AND COLOR SCHEMES

Date	26 AUG 2012
Scale	NTS
Drawing	A-21

Case 18006

Attachment A - Site Plan Approval Plans



Case 18006

Attachment A - Site Plan Approval Plans

Case 18006

Attachment B - Design Rationale

February 7, 2012

Planning Applications
Planning & Development Services
PO Box 1749
Halifax, NS B3J 3A5

Attention: Mr. Richard Harvey

Dear Mr Harvey:

**Reference: Proposed Clyde Street Project - Mary Ann Site
Design Rationale**

The Design Rationale presented below applies to the proposed development on the Mary Ann Site bound on the south by Clyde Street and on the east and west by Queen and Birmingham Streets. Spring Garden Road is located on the north side of this same block. This development is a mid-rise, mixed use complex of 9 storeys with commercial on the ground floor and residential units located on the floors above. There are 3 under ground parking levels located beneath the project. The site is located in Precinct 3, Spring Garden Road Area with Schmidville located on the south side of Clyde Street. The site slopes from north, southwards to Clyde Street.

The design of the project follows the Halifax Land Use Bylaw and Schedule S-1 Design Manual. The design guidelines with their requirement for setbacks, streetwalls and stepbacks, which fundamentally shape the building, have been followed. The architectural design work for this development has been performed by the firm of Duffus Romans Kundzins Rounsefell Ltd.

The south side of the project is setback 4 m from the Clyde Street property line as mandated and this street wall rises 4 storeys (15m) before stepping back 3m for the upper floors. The building face follows the property lines and city sidewalks along the Queen and Birmingham Street sides with a street wall of 5 storeys (16.5 m) where it then steps back 3m for the top storeys. The north side of the building (facing the interior of the block) is set back 0.6m from the property line and has a street wall height of 5 storeys with a step back of 5.5 m for the top storeys.

Projections above the maximum height are confined to the mechanical penthouse in a central location on the roof and some architectural features on the facades which rise slightly above the parapets. All elements of the building are below the View Planes.

Vertically the building is divided into a distinct base, middle and top expressed on all 3 street facades. The base and middle layers are constructed in stone or concrete masonry with an aluminum glazing and entrance system. The base level reflects the height of the adjacent Schmidville and older Spring Garden Road buildings. The upper floors will be

Roy W. Willwerth
Gregory A. Starratt
Christopher J. Young

Consultants
Anthony P. Griffiths
Harold G. Rounsefell

clad with a glass facade to minimize the apparent height and massing of the building. The 3 vertical elements will also reference the new HRM Library, with its strong 3 level composition, which is now being constructed on the east side of Queen Street. The lower levels of the building are articulated to visually reduce the apparent mass and length of the development and to suggest multiple buildings, in keeping with the scale of existing buildings on adjacent streets.

The ground floor of the building will house retail space with storefront windows and doors fronting on virtually all of the entire 3 street facades. The only exceptions to the storefront are for the apartment lobby entrance, access to underground parking and one service bay. The 4 m setback along Clyde Street is a fully accessible terrace with walkways, terrace, benches and areas of planting. Along the street awnings and entrance canopies assist in providing shelter, identification, colour and animation for pedestrians. Trees are provided along the sidewalk in each street to HRM standards.

At grade access is at the mid point along both Queen and Birmingham Streets and from a fully accessible terrace along the south side of the building on Clyde Street. The interior ground floor is level to maintain full access to retail spaces within the building.

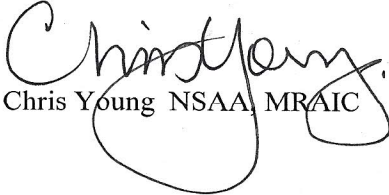
All vehicle parking is provided for the resident and public use below grade with the number of spaces meeting HRM requirements for this site (a total of 210 spaces between the 2 Sister Sites). Bicycle Parking will be provided in the parking levels to meet HRM requirements for Class A and Class B spaces in quantities corresponding to the number of residential units and area of retail space.

The number of residential units currently intended is 66 one bedroom and 67 two bedroom units for a total of 133 units. Most residents will have direct access to a private terrace or balcony with glass guardrails for visibility and shelter. All residents will have access to Landscaped Open Space provided in the central courtyard formed by the wings of the building and the level 4 roof terrace facing south which is inset in the building face. The main roof and penthouse roof, accessible for service only, have hard landscaping consisting of coloured paver walkways framing central areas of coloured gravels installed in patterns in addition to planters.

The project will target LEED Silver (but not registered) to ensure sustainable practices and materials are incorporated into the project.

The design will continue to be refined in its details through the permit review period to ensure that this will be a quality development in keeping with the intent of the HRM Design Guidelines.

Sincerely


Chris Young NSAA, MRAIC

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
2	Downtown Precinct Guide lines			
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.			•
2.3b	Ensure that there continues to be adequate sunlight penetration on Spring Garden Road.	•		
2.3c	Focus pedestrian activities at sidewalk level through the provision of weather protected sidewalks using well-designed canopies and awnings.		•	
2.3d	Prohibit new surface parking lots of any kind.	•		
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).	•		
2.3f	Development shall be in keeping with The Spring Garden Road/Queen Street Area Joint Public Lands Plan, including:			
	• 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			•

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
	Morris and Queen Streets, and;			
	to allow tall buildings on the western blocks of the precinct.			•
3	General Design Guidelines			
3.1	The Streetwall			
3.1.1	Pedestrian-Oriented Commercial On certain downtown streets pedestrian-oriented commercial uses are required to ensure a critical mass of activities that engage and animate the sidewalk These streets will be defined by streetwalls with continuous retail uses and are shown on Map 3 of the Land Use By-law.			•
3.1.2	Streetwall Setback (<i>refer to Map 6</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.	•		
3.1.2c	Institutional and Parkfront Setbacks (4m+): Corresponds to the generous landscaped setbacks generally associated with civic landmarks and institutional uses. Similar setbacks designed as landscaped or hardscaped public amenity areas may be considered where new public uses or cultural attractions are proposed along any downtown street. Also corresponds to building frontages on key urban parks and squares where an opportunity exists to provide a broader sidewalk to enable special streetscape treatments and spill out activity such as sidewalk patios.	•		
3.1.3	Streetwall Height (<i>refer to Map 7</i>) To ensure a comfortable human-scaled street enclosure, streetwall height should generally be no less than 11 metres and generally no greater than a height proportional (1:1) to the width of the street as measured from building face to building face. Accordingly, maximum streetwall heights are defined and correspond to the varying widths of downtown streets generally 15.5m, 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	•		

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
	perimeter of Cornwallis Park. Maximum Streetwall Heights are shown on Map 7 of the Land Use By-law.			
3.2	Pedestrian Streetscapes			
3.2.1	Design of the Streetwall			
3.2.1a	The streetwall should contribute to the fine grained character of the streetscape by articulating the façade in a vertical rhythm that is consistent with the prevailing character of narrow buildings and storefronts.	•		
3.2.1b	The streetwall should generally be built to occupy 100% of a property's frontage along streets.	•		
3.2.1c	Generally, streetwall heights should be proportional to the width of the right of way, a 1:1 ratio between streetwall height and right of way width. Above the maximum streetwall height, further building heights are subject to upper storey setbacks.	•		
3.2.1d	In areas of contiguous heritage resources, streetwall height should be consistent with heritage buildings.			•
3.2.1e	Streetwalls should be designed to have the highest possible material quality and detail.	•		
3.2.1f	Streetwalls should have many windows and doors to provide eyes on the street and a sense of animation and engagement.	•		
3.2.1g	Along pedestrian frontages at grade level, blank walls shall not be permitted, nor shall any mechanical or utility functions (vents, trash vestibules, propane vestibules, etc.) be permitted.	•		
3.2.2	Building Orientation and Placement			
3.2.2a	All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly access the sidewalk.	•		
3.2.2b	Alternatively, buildings may be sited to define the edge of an on-site public open space, for example, plazas, promenades, or eroded building corners resulting in the creation of public space (see diagram at right). Such treatments are also appropriate for Prominent Visual Terminus sites identified on Map 9 of the Land Use By-law.	•		

Case 18006 - Attachment C: Design Manual Checklist

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

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	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.	•		
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.			•
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.	•		
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.	•		
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.			•
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.	•		
3.2.5b	Provide a high quality architectural expression along facades. Consider additional detailing, ornamentation or public art to enhance the experience.	•		
3.2.5c	Provide windows, doors and other design articulation along facades; blank walls are not permitted.	•		
3.2.5d	Articulate the façade to express internal floor or ceiling lines; blank walls are not permitted.	•		
3.2.5e	Wrap retail display windows a minimum of 4.5 metres around the corner along sloping streets, where retail is present on the sloping street.	•		

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
3.2.5f	Wherever possible, provide pedestrian entrances on sloping streets. If buildings are fully accessible at other entrances, consider small flights of steps or ramps up or down internally to facilitate entrances on the slope.	•		
3.2.5g	Flexibility in streetwall heights is required in order to transition from facades at a lower elevation 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.	•		
3.2.6	Elevated Pedestrian Walkways (<i>not applicable</i>)			
3.2.7	Other Uses (<i>not applicable</i>)			
3.3	Building Design			
3.3.1	Building Articulation			
3.3.1a	To encourage continuity in the streetscape and to ensure vertical 'breaks' in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.: • Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. • Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. • Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline.	•		
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	•		
3.3.1c	To provide architectural variety and visual interest, other opportunities to articulate the massing should be encouraged, including vertical and horizontal recesses or projections, datum lines, and changes in material, texture or colour.	•		
3.3.1d	Street facing facades should have the highest design	•		

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
	quality, however, all publicly viewed facades at the side and rear should have a consistent design expression.			
3.3.2	Materials			
3.3.2a	Building materials should be chosen for their functional and aesthetic quality, and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance.	•		
3.3.2b	Too varied a range of building materials is discouraged in favour of achieving a unified building image.	•		
3.3.2c	Materials used for the front façade should be carried around the building where any facades are exposed to public view at the side or rear.	•		
3.3.2d	Changes in material should generally not occur at building corners.	•		
3.3.2e	Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and pre-cast concrete.	•		
3.3.2f	In general, the appearance of building materials should be true to their nature and should not mimic other materials.	•		
3.3.2g	Stucco and stucco-like finishes shall not be used as a principle exterior wall material.	•		
3.3.2h	Vinyl siding, plastic, plywood, concrete block, EIFS (exterior insulation and finish systems where stucco is applied to rigid insulation), and metal siding utilizing exposed fasteners are prohibited.	•		
3.3.2i	Darkly tinted or mirrored glass is prohibited. Clear glass is preferable to light tints. Glare reduction coatings are preferred.	•		
3.3.2j	Unpainted or unstained wood, including pressure treated wood, is prohibited as a building material for permanent decks, balconies, patios, verandas, porches, railings and other similar architectural embellishments, except that this guidelines shall not apply to seasonal sidewalk cafes.	•		
3.3.3	Entrances			
3.3.3a	Emphasize entrances with such architectural expressions	•		

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
	as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc.			
3.3.3b	Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection.	•		
3.3.3c	Modest exceptions to setback and stepback requirements are possible to achieve these goals.	•		
3.3.4	Roof Line and Roofscapes			
3.3.4a	Buildings above six storeys (mid and high-rise) contribute more to the skyline of individual precincts and the entire downtown, so their roof massing and profile must include sculpting, towers, night lighting or other unique features.	•		
3.3.4b	The expression of the building top (see previous) and roof, while clearly distinguished from the building middle, should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines.	•		
3.3.4c	Landscaping treatment of all flat rooftops is required. Special attention shall be given to landscaping rooftops in precincts 3, 5, 6 and 9, which abut Citadel Hill and are therefore pre-eminently visible. The incorporation of living “green roofs is strongly encouraged.	•		
3.3.4d	Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building top. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest.	•		
3.3.4e	Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility.			•
3.3.4f	The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points.	•		

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
3.4	Civic Character <i>(not applicable)</i>			
3.5	Parking Services and Utilities			
3.5.1	Vehicular Access, Circulation, Loading and Utilities			
3.5.1a	Locate parking underground or internal to the building (preferred), or to the rear of buildings.	•		
3.5.1b	Ensure vehicular and service access has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals and garages.		•	
3.5.1c	Locate loading, storage, utilities, areas for delivery and trash pick up out of view from public streets and spaces, and residential uses.	•		
3.5.1d	Where access and service areas must be visible from or shared with public space, provide high quality materials and features that can include continuous paving treatments, landscaping and well designed doors and entries.			•
3.5.1e	Coordinate and integrate utilities, mechanical equipment and meters with the design of the building, for example, using consolidated rooftop structures or internal utility rooms.	•		
3.5.1f	Locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults.	•		
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.			•
3.5.2b	Animated at-grade uses should occupy the street frontage, predominantly retail, with 75% transparency.			•
3.5.2c	At-grade parking access and servicing access to retail stores should be provided to the rear and concealed from the street.		•	

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
3.5.2d	Provide articulated bays in the façade to create fine-grained storefront appearance.	•		
3.5.2e	Provide pedestrian amenities such as awnings, canopies, and sheltered entries.	•		
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.			•
3.5.2g	Design of parking structures such that they can be repurposed to other uses (i.e. level floor slabs) is encouraged.			•
3.5.2h	Provide cap treatment (at roof or cornice line) that disguises views of rooftop parking and mechanical equipment.			•
3.5.2i	Utilize high quality materials that are compatible with existing downtown buildings.	•		
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.	•		
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.	•		
3.5.2l	Maintain continuous public access to parking at all hours and in all seasons.		•	
3.5.2m	Minimize the width and height of vehicular access points to the greatest practical extent.	•		
3.5.2n	Provide clear sightlines for vehicles and pedestrians at sidewalks, by setting back columns and walls, and providing durable low maintenance mirrors.	•		
3.5.2o	Bicycle parking must be provided in visible at grade locations, and be weather-protected.		•	
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.	•		

Case 18006 - Attachment C: Design Manual Checklist

Section	Guideline	Complies	Discussion	N/A
3.5.4b	Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up or down-lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative or display lighting.	•		
3.5.4c	Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.			•
3.5.4d	Encourage subtle night-lighting of retail display windows.	•		
3.5.4e	Ensure there is no 'light trespass' onto adjacent residential areas by the use of shielded "full cutoff" fixtures.	•		
3.5.4f	Lighting shall not create glare for pedestrians or motorists by presenting unshielded lighting elements in view.	•		
3.5.5	Signs (to be reviewed by Development Officer pursuant to LUB section 5(11)e)			

Friday, 6 July, 2012

1 Starr Lane, Dartmouth, NS
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www.ekistics.net

Planning Applications
Planning & Development Services
PO Box 1749
Halifax, NS, B3J 3A5

Landscape Architecture

Environmental Planning

Urban Design

Engineering

Attn: Mr Richard Harvey, LPP

Dear Richard,

Re: Proposed Mary Ann Site (Clyde St) Wind Impact Qualitative Assessment

The proposed 9-storey mixed use development project at the corner of Clyde and Queen Street sits just south of the Spring Garden Road urban corridor. To the north and west of the site, the Spring Garden corridor has a wide range of mid and high rise building types (some up to 22 storeys) which typify the mixed use urban corridor. To the south, the residential neighbourhood of Schmutville includes mostly low rise 2-3 storey residential and some commercial structures. To the east of the site, the new 5-storey Halifax Central Library is being constructed.

The following assessment looks to interpret the probable wind impacts on surrounding properties and sidewalks as a result of the proposed development. To that end, wind data from the Shearwater Airport was assembled and analyzed (1953 to 2000) using Windrose PRo 2.3 to understand the intensity, frequency and direction of winds at the Mary Ann Site. The resulting diagram (Fig 1.) shows that the highest and most frequent wind speeds come **from** the west and south. The relative distribution of higher wind speeds are somewhat constant from the north, north-west, and south-west. High winds from the north-east, east, and south-east are substantially infrequent when compared to other directions. This has visible implications for development on this site as is shown in Fig 2.

Urban Windbreak Impacts

The taller surrounding building shown on Fig 2 (red numbers represent # of stories) already have wind implications on this site and on Schmutville. Since most of the taller buildings ring the site from the north to the south-west (the direction of prevailing winds in winter and summer), the area is already in the wake zone of the surrounding buildings. This wake zone usually extends 8-30 times the height of the building. So, a 10-storey building will have reduced wind speeds

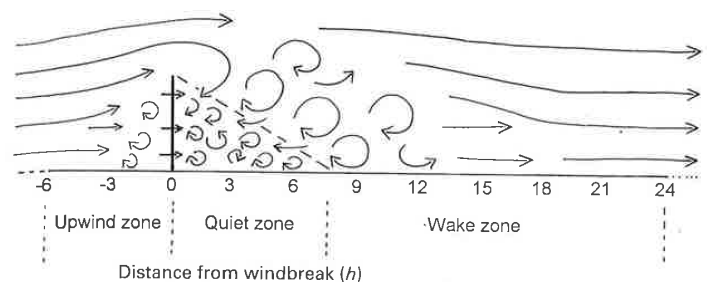


Fig. 6.4. Zones with altered airflow caused by a windbreak. Vertical dimension is magnified for illustration. Vertical line indicates windbreak; h = height of windbreak. Large eddies = strong turbulence. Uninterrupted airflow in the open is to the left of the upwind zone, and to the right of the wake zone. Widths of zones are approximate. Based on several sources.

Figure 1. Wind Rose for Shearwater Airport. Diagram shows winds in the FROM direction.

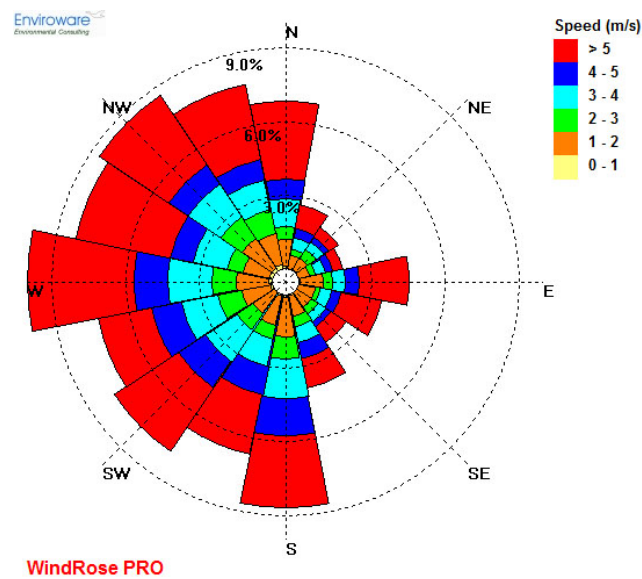
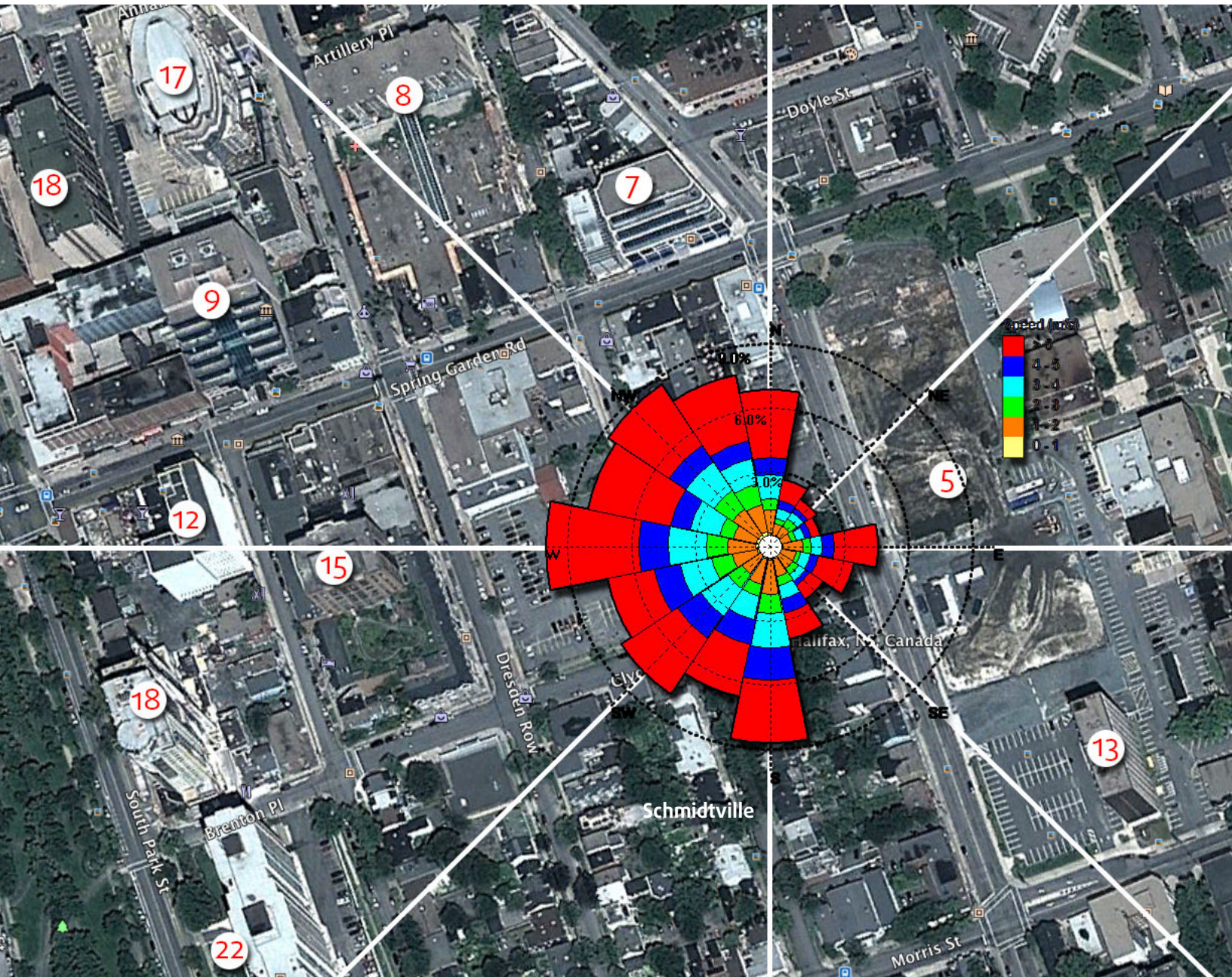


Figure 2. Wind Rose overlain on top of the proposed development site. Red #'s denote # storeys



for 800-3000 feet on the lee side of the building depending on prevailing wind. Beyond the 8-30 wake zone, there is typically more gusts and eddies as a result of more turbulent air. On the trailing edges of the building, wind strikes the building and concentrates the flow, accelerating the wind speed near the trailing fringes and on the windward side. The vertical stepped nature of the proposed building reduces the wind sheer at the sidewalk on the windward and trailing edge sides. Wind speed is actually reduced on the lee side of the building.

COMFA Model (Brown and Gillespie, 1995)

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

Seasonal Wind Impacts

Looking at the seasonal wind impacts (Fig 3.), during the summer, most of the wind comes from the south (12% of the time) and southwest (10% of the time). Winds that may impact the sidewalk during the summer include the sidewalk on Queen Street just east of the development where winds will be funneled between the new library and the new building. In this location, dense street trees have been added to reduce wind speeds and provide human thermal comfort improvements. In the summer, there will be very little wind impacts on Schmidville, Clyde Street or Birmingham Street. Winds at the corner of Spring Garden and Queen Street may be very slightly elevated.

IN the winter, the prevailing winds shift from the west, north-west and north. These winds could elevate the wind speed for a portion of the corner of Birmingham and Clyde Street and the corner of Clyde Street and Queen Street. During high wind conditions (>18mi/hr), only the winds from the east (that occur 1.25% of the time) will impact pedestrians on the Clyde Street sidewalk. The north east corner of Schmidville (corner of Queen and Clyde) will see periodic wind speed increases in the winter from north-west and northerly winds.

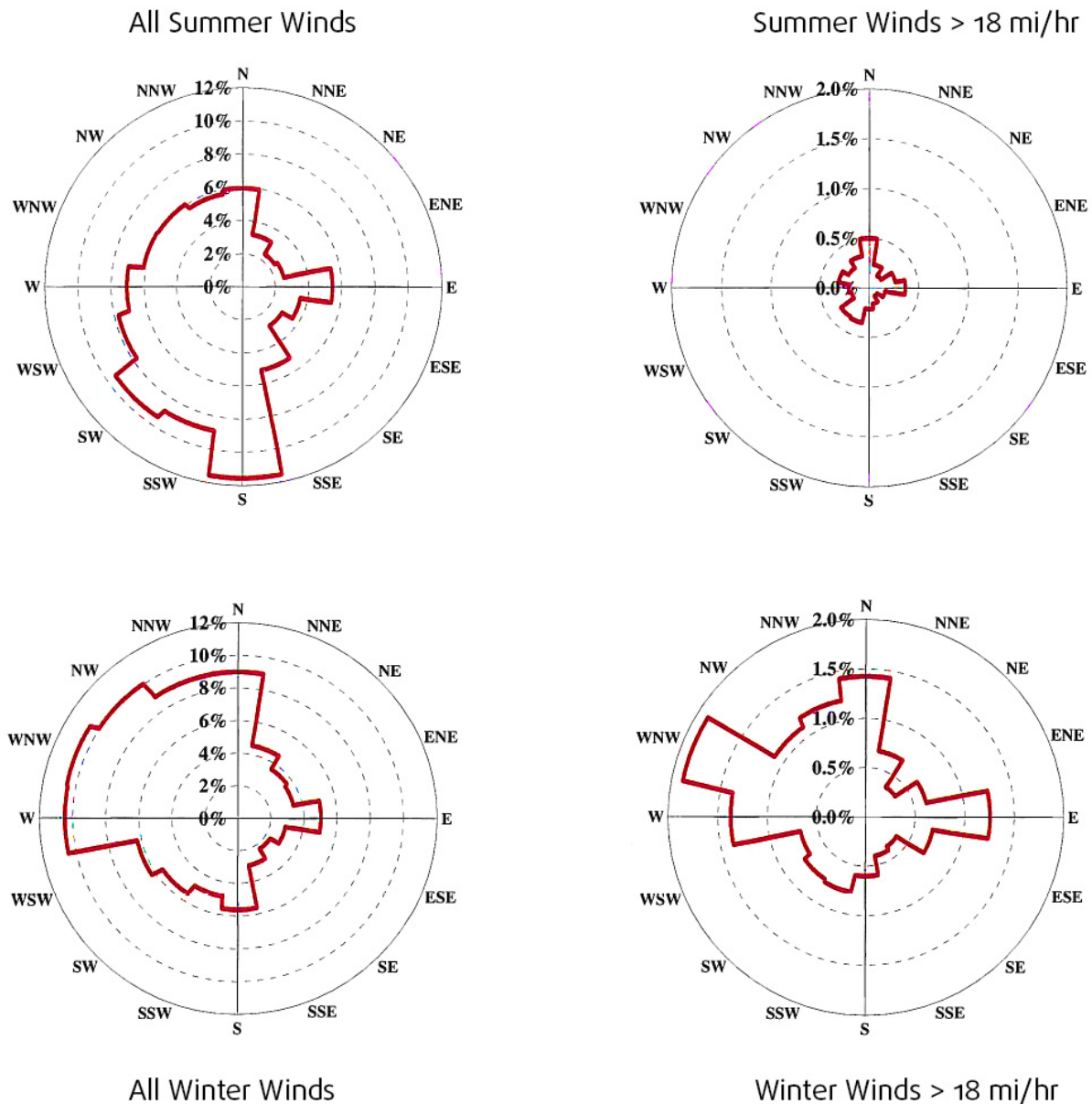
It should be noted that the building's stepped massing nature should significantly reduce wind impacts in the direct vicinity of the sidewalks. Wind down gusts from the upper storeys will hit the upper raised terraces, reducing the wind speed significantly at the sidewalk but causing slightly more turbulence. In addition, canopies have been added to the commercial base, again adding a second level of wind and weather protection.

Wind Comfort Assessment

Changes in wind speed as a result of buildings vary depending on wind direction and building morphology. On the upwind side of the building (west and north side; or on the Birmingham Street side) there can be more turbulent wind but little change in wind speed if the building is vertically stepped. On the downwind side of the building (south and east; or the Queen and Clyde St side), wind speed is often reduce up to 8x the height of the building in what is often referred to as the "quiet zone". On both sides of the new

Figure 3. Seasonal Wind Direction for Shearwater Airport

Shearwater, NS. 1953-2000



building, 'streamlines' can occur where the wind is accelerated through the openings between buildings. The taller the buildings, the greater the potential for increased wind speed. The area where this will be most impacted as a result of the new building will be the Queen Street area when winds prevail from the south (about 10% of the time during the summer) and from the north during the winter (about 9%) of the time. Even during these infrequent times, wind speeds will likely not increase more than 10% at the street or sidewalk level due to vertical stepping and the use of street trees. The main building entrance is recessed and located on the south side of the building which is in the quite zone in the winter, fall and spring months. The window canopies further reduce wind speed at the sidewalk. The fact that the new 5-storey library is pushed back from the street (and caliper street trees preserved) means the canyon effect of north winds will be reduced at the corner of Clyde and Queen Street. The area most likely to be impacted by the new building due

to increased winds is the corner of Queen and Clyde Street. This will only occur during prevailing north and south wind directions (10% of the time in the winter and 10% of the time in the summer). Even with these increases at this location however, we do not anticipate 'uncomfortable' human comfort increase as a result of the building. Uncomfortable wind conditions will still be uncomfortable on this corner, but the building should not create any additional 'uncomfortable' conditions for less than 1% of the time. Around other areas of the building, there will be no measurable change in wind speed as a result of the development.

Since Schmidville lies directly south and southwest of the new development, the infrequent winds from the east and north east mean that there will be reduced potential for the building impacting Schmidville and Clyde/Birmingham Street.

Summary

The 9-storey building is not anticipated to have any measurable change in human thermal comfort of a person sitting, standing, walking or running within the 8x impact zone of the building. The corner of Queen and Clyde streets may be occasionally windier than currently exists but this change in wind speed should not measurably change the comfort of people on this corner. Street trees on this corner should be planted with a smaller caliper tree that is wind tolerant. The smaller caliper allows the tree to acclimate to the site conditions better than a larger caliper tree.

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

Sincerely,

A handwritten signature in black ink, reading "Robert LeBlanc". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Robert LeBlanc, president
Ekistics Planning & Design

Post-Bonus Height Public Benefit

In response to the Post Bonus Height Public Benefit requirement as stipulated under section 12 of the Downtown Halifax Land Use Bylaw, the developer has opted to utilize the affordable housing stream by providing residential units at a subsidized cost to contribute to housing affordability in the Downtown Halifax Secondary Municipal Planning Strategy plan area. We understand that we are the first to utilize the affordability option in this context and we ask your collaboration to make it happen. The following outlines our understanding and proposed approach:

- The gross floor area that has been gained as a result of the post bonus height option is 3406 square meters;
- The value of the public benefit that is required as established under section 12 of the Halifax Land Use Bylaw is **\$136,240.00**;
- We have opted to provide an affordable housing component within the proposed building to satisfy the public benefit criteria based on 10% of the residential units being 20% below fair market value for a period of 15 years;
- We have been in contact with the Nova Scotia Department of Community Services to establish a program with the developer that would administer the affordable housing component for the two sister sites. This program will form part of a legal agreement between the Province and the Developer. We anticipate this process to take between 4 to 6 months;
- We have researched the market place to establish the fair market value of dwelling units within new buildings in the downtown area and found them to be consistent with CMHC records. These records are published twice a year in the spring and Fall Market Survey and provide the level 1 (80th percentile) affordability rent levels by Zones. The subject site falls within Zone 1, which covers the Peninsula South Area. Our contact with CMHC is Charlie Aucoin, Senior Advisor, Federal/Provincial Relations & Affordable Housing;
- The rent levels below represent the 80th percentile of rents as recorded in the CMHC Fall 2011 Rental Market Survey for Peninsula South. For your reference, I have attached the Fall Rental Market Report which will give you more information on the various zones and how they are defined within HRM.

Bachelor	1-Bedroom	2-Bedroom	3-Bedroom +
\$795	\$1058	\$1580	\$2,250

- A level 1 affordable rent of \$1058/month for a 1-bedroom apartment in the subject area represents \$264 of subsidy. Using the pre-established approach noted above, we come up with the following calculations:
 - Total number of residential units: 135
 - 10% dedicated for level 1 affordability: 13 units
 - A 20% subsidy represents a total value of: **\$617,760.00** (\$264/unit/month x 13 units x 12 month x 15 years)

Mary Ann Site

Exterior Lighting Concept

Exterior lighting will provide the building with presence and identity in the evenings as well as area lighting for safety and security. The lighting design will hi-lite the building form, materials and the rhythm of the structure and glazing patterns. Lighting will be provided by the use of different types of down light fixtures to prevent light pollution, keep the light on the building surfaces and illuminate the sidewalks, providing safety, enhance and animating the street. Typical light fixture locations are indicated on an elevation drawing and described as follows:

- The base of the building and sidewalks will be lit by narrow focus down lights on the top of each column pilaster lightly washing the walls, pilasters and providing a pool of light at the base of each column.
 - All the light sources will be controlled and directed to prevent building lighting trespassing into neighbouring buildings and prevent glare for pedestrians or motorists.
 - The commercial and residential main entrance canopies will be well lit for identity and convenience.
 - Defused down-lighting will be on top of the cornices to define and enhance the street wall.
 - A limited amount of feature lighting will be used on the upper part of the building to define the top of the building and hi-lite the dominant architectural elements. A strip of lights will be on top of the upper recess of the building to wash recessed glass above.
 - Clear glass will be used on the upper floors allowing the random pattern of illumination characteristic of residential buildings. Balconies have wall sconces for exterior lighting.
 - On the ground floor, the commercial level's large transparent display windows will provide some exterior illumination as well as animate the façade for passers-by.
 - Street lighting will be provided to meet HRM requirements.
 - Signage will be designed to meet HRM requirements and be well illuminated for identity, to animate the facades and reinforce the rhythm of the structure.
-



LEGEND	
	PB PROPERTY BOUNDARY
	TERRACE/ DECK
	BALCONY
	ELEVATOR
	BARRIER FREE PARKING ELEVATOR
	BUILDING FIRE EXIT



*Duffus
Romans
Kundzins
ounsefell*
SCS LIMITED
NOVA SCOTIA

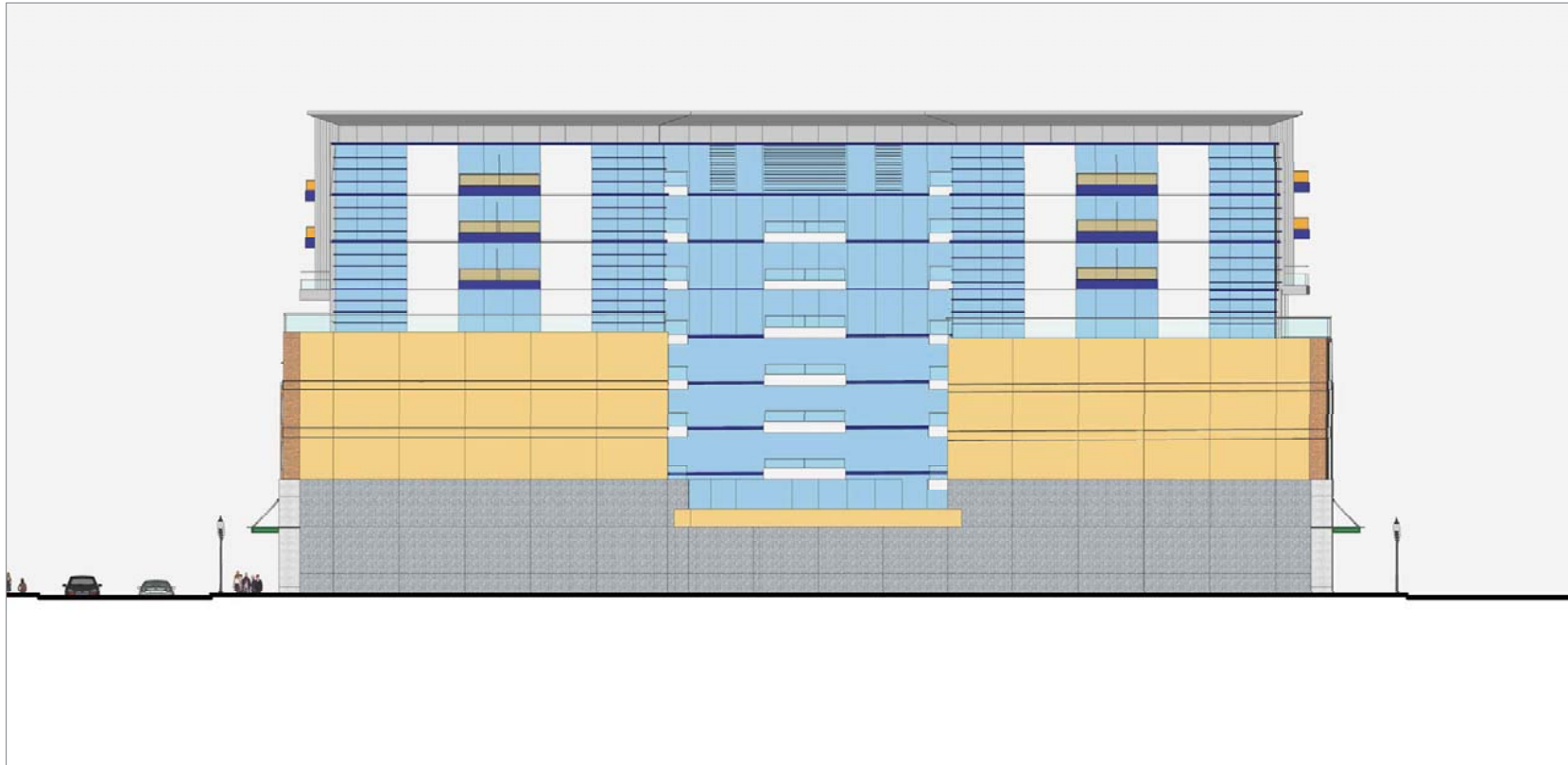
MARY ANN SITE
CLYDE / BIRMINGHAM /
QUEEN STREET

CLYDE
ELEVATION
COLOR

26 AUG 2012

NTS

A-23



LEGEND	
PB	PROPERTY BOUNDARY
	TERRACE/ DECK
	BALCONY
	ELEVATOR
	BARRIER FREE PARKING ELEVATOR
	BUILDING FIRE EXIT



*Duffus
Romans
Kundzins
ounsefell*
ECOS LIMITED
BOVA SCOTIA

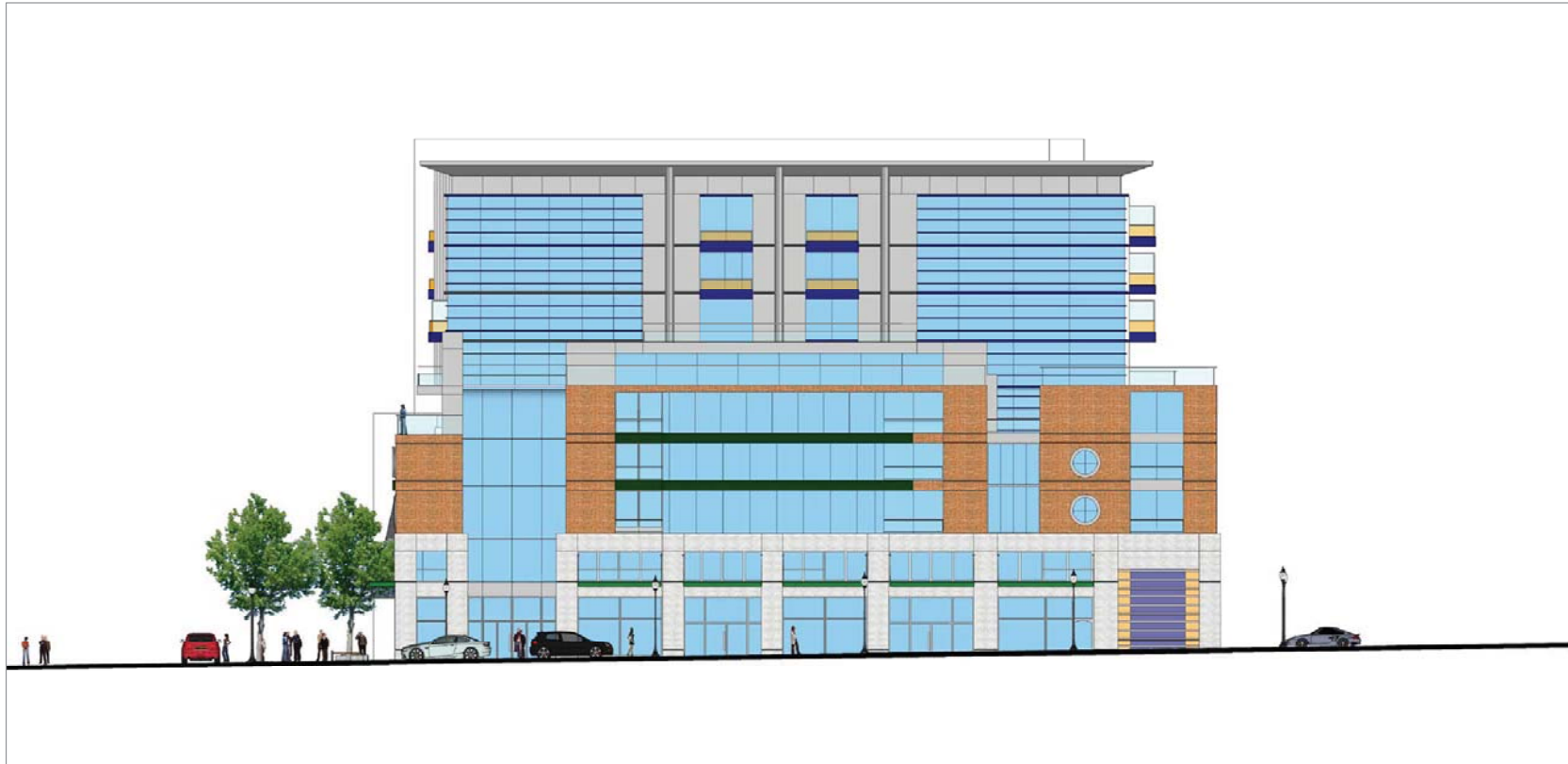
MARY ANN SITE
CLYDE / BIRMINGHAM /
QUEEN STREET

**NORTH
ELEVATION
COLOR**

26 AUG 2012

NTS

A-24



LEGEND	
PB	PROPERTY BOUNDARY
	TERRACE/ DECK
	BALCONY
	ELEVATOR
	BARRIER FREE PARKING ELEVATOR
	BUILDING FIRE EXIT

PROJECT NORTH:



WMFARES
GROUP

*Duffus
Romans
Kundzins
ounsefell*
ECOS LIMITED
BOVA SCOTIA

MARY ANN SITE

CLYDE / BIRMINGHAM /
QUEEN STREET

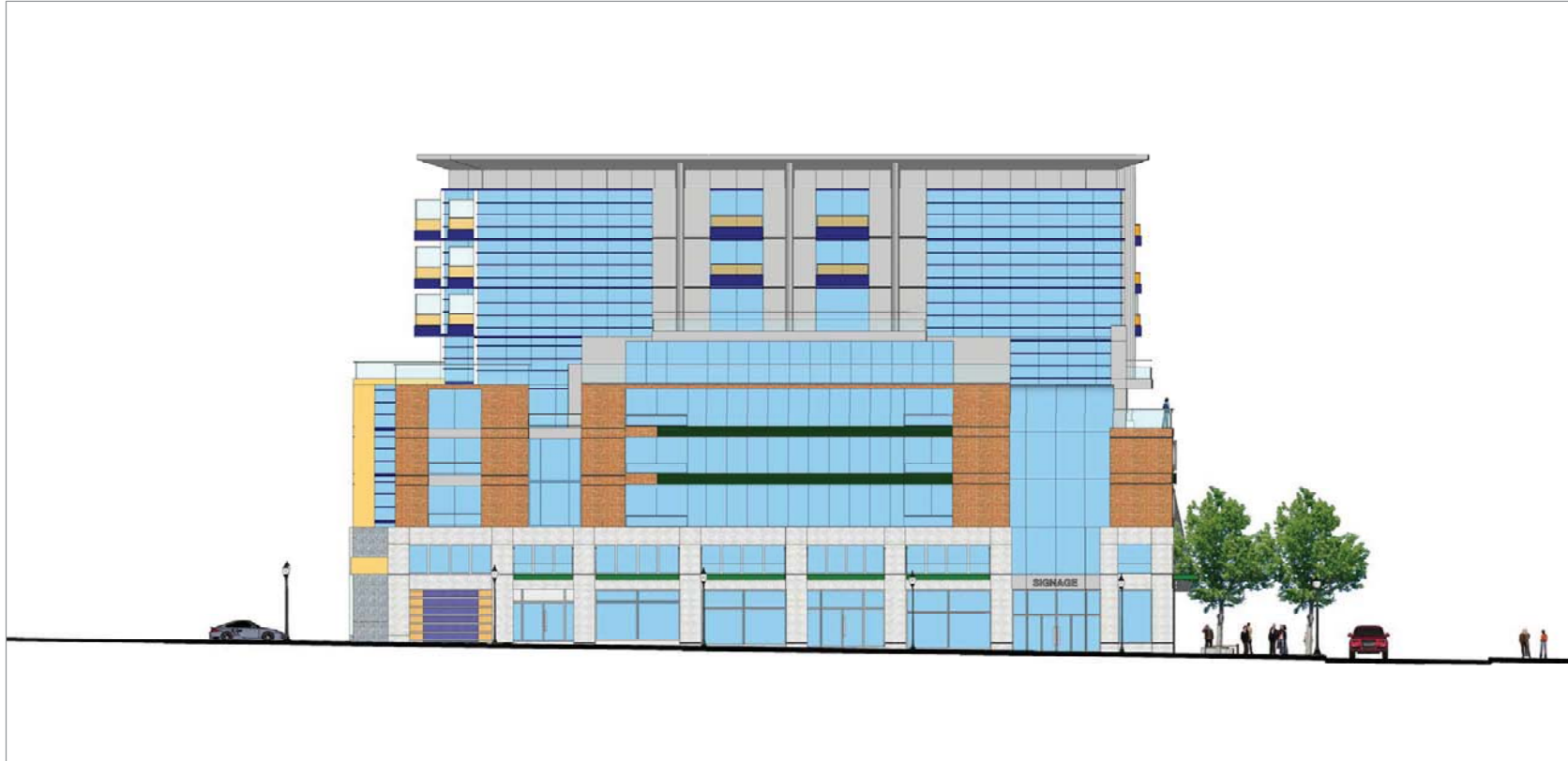
**QUEEN
ELEVATION
COLOR**

26 AUG 2012

NTS

A-25

Case 18006
Attachment G - Renderings



LEGEND	
PB	PROPERTY BOUNDARY
	TERRACE/ DECK
	BALCONY
	ELEVATOR
	BARRIER FREE PARKING ELEVATOR
	BUILDING FIRE EXIT



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ECOS LIMITED
NOVA SCOTIA

MARY ANN SITE
CLYDE / BIRMINGHAM /
QUEEN STREET

BIRMINGHAM
ELEVATION
COLOR

26 AUG 2012

NTS

A-26



LEGEND	
	PB PROPERTY BOUNDARY
	TERRACE/ DECK
	BALCONY
	ELEVATOR
	BARRIER FREE PARKING ELEVATOR
	BUILDING FIRE EXIT



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MARY ANN SITE
CLYDE / BIRMINGHAM /
QUEEN STREET

PERSPECTIVE 1
COLOR

26 AUG 2012

NTS

A-27



LEGEND	
PB	PROPERTY BOUNDARY
	TERRACE/ DECK
	BALCONY
	ELEVATOR
	BARRIER FREE PARKING ELEVATOR
	BUILDING FIRE EXIT



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MARY ANN SITE
CLYDE / BIRMINGHAM /
QUEEN STREET

PERSPECTIVE 2
COLOR

26 AUG 2012

NTS

A-28

Case 18006
Attachment G - Renderings