

**Design Review Committee
March 14, 2013**

TO: Chair and Members of Design Review Committee
Original Signed

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

DATE: March 1, 2013

SUBJECT: **Case 18354: Substantive Site Plan Approval – Addition to Scotia Square, corner of Duke and Albemarle Streets, Halifax**

ORIGIN

Application by Crombie Developments Limited

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Part VIII, Planning & Development

RECOMMENDATION

It is recommended that the Design Review Committee:

1. Approve the qualitative elements of the substantive site plan approval application for a 3-storey office addition to the Scotia Square complex at the corner of Duke and Albemarle Streets, Halifax, as shown on Attachment A; and
2. Approve the requested streetwall setback variance along Duke Street as shown on Attachment A.

BACKGROUND

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

Existing Context

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

The subject portion of the complex lies at the southwest corner, at the intersection of Duke and Albemarle Streets, and is the point of highest elevation of the complex (refer to Attachments A and B). The existing one-level podium wall runs along the entire length of the Albemarle and Duke Street frontages and is primarily composed of textured concrete and brick. There are two pedestrian entrances off Albemarle at sidewalk level and an exit stair doorway. The Duke Street entrance is sunk down below sidewalk level and provides access to offices and the retail mall. All existing entrances provide somewhat undesirable conditions for pedestrian access to the complex.

Project Description

The proposal is to construct a 3-storey addition at the southwest corner of the complex, to be used for office space. The following highlights the major elements of the proposal:

- Approximately 125,000 square feet of gross commercial floor area on 3 levels, to be built atop an existing podium structure;
- Utilization of and improvements to existing pedestrian access points along Duke and Albemarle Streets;
- Rooftop to include a living green roof, stone pavers and roof membrane;
- Exterior cladding materials include curtain wall with vision glass and metal channels, new stone to cover and replace existing concrete at building base;
- Bicycle parking facilities as per requirements of Land Use By-law;
- Existing pedway and parking access points to be maintained; and
- Future landscaping of breezeway and entrance area off Albemarle Street at northern end of addition.

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

Regulatory Context

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

- the site is within the DH-1 Zone and the Cogswell Precinct (#8);
- the maximum pre-bonus height is 49 metres and the maximum post-bonus height is to the maximum height allowed by the Rampart regulations;
- the southeast corner of the Scotia Square complex (at Duke & Barrington) is encumbered by Viewplanes #2 and #3. However, the location of the proposed building addition is not encumbered by viewplanes;
- the required streetwall setback on Duke and Albemarle Streets is "Minimal to no setback" (0-1.5m); and
- the minimum streetwall height is 11 metres while the maximum height is 18.5 metres on Duke and Albemarle Streets. The proposed building addition falls within these heights.

The upper two floors of the proposed building addition will be located closer to Duke Street than the existing structure, but will not meet the required 1.5m setback. As such, a variance of the maximum streetwall setback will be required.

Role of the Development Officer

In accordance with the Substantive Site Plan Approval process, as set out in the Downtown Halifax 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, with the exception of the maximum streetwall setback.

Role of the Design Review Committee

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

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

DISCUSSION

Design Manual Guidelines

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

Pedestrian-oriented Commercial Uses [3.1.1, 3.2.3 (c)&(f)]

While the subject portion of Duke Street is not a designated “Pedestrian-oriented Commercial Street”, the Design Manual calls for the encouragement of pedestrian-oriented uses elsewhere. However, this portion of the Scotia Square complex does not currently have a retail focus similar to the Barrington Street side. The introduction of offices in this location greatly improves upon the existing streetwall by providing “eyes on the street” and the Duke Street main entrance will be improved by bringing it up to grade level instead of the existing sunken entrance.

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

The prevailing character of the streetwall in the area is not that of narrow storefronts but of large building faces with, in some cases, wide expanses of blank walls which do not reinforce a strong pedestrian environment. The proposed design represents an improvement by incorporating more glazing to accentuate the existing entrances and providing a break in the long facade. While it may be argued that more breaks in the facade could be provided, the existing floor plate and wall along Albemarle Street are problematic when attempting other design solutions such as providing additional or at-grade entrances.

Canopies and Awnings [2.8 (d) 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. Canopies are proposed over the main entrance on Duke Street and the secondary entrance off Albemarle Street. Additionally, the cantilevered portion of the addition on Duke Street, while at a high elevation above grade level, may provide some weather protection. As canopies and awnings are encouraged but not mandatory, except on pedestrian-oriented streets, the presence of these elements meets the intent of the Design Manual.

Variance [3.1.2 (a) and 3.6.1 (b)]

There is one variance being sought to the quantitative elements of the Land Use By-law for this development, relative to the maximum streetwall setback from Duke Street. The required setback pursuant to the LUB is between 0 and 1.5 metres. The Duke Street right of way includes a unique jog in a southward direction near the intersection of Duke and Albemarle Streets (refer to Attachment A). The existing building foundation (not including the existing planter) is approximately 27 feet (8.3m), at its greatest dimension, from the Duke Street property line. The proposed two upper levels of the addition will cantilever southward and closer to the street, resulting in a setback of approximately 16 feet (4.9m) from the streetline. Therefore, a variance is required.

The variance request is relatively minor and reasonable, given the streetline configuration. As the upper levels of the addition are proposed to be closer to the street, an improvement in the streetwall location is achieved. Overall, the proposal results in an improvement in the streetwall for this portion of the block.

Wind Assessment

The LUB contains requirements for building to be designed in consideration of their impact on wind conditions within the public realm and private amenity spaces. The By-law states that a *quantitative* wind impact assessment *is necessary* to be undertaken for new buildings or additions to existing buildings that are to exceed 20m in height. However, the By-law also states that for development that is minor in scope, a *qualitative* wind assessment *may* be prepared. Notwithstanding the wording relative to development that is “minor in scope”, the intent of the By-law was to not require a wind impact assessment for new buildings or building additions which do not exceed 20 metres in height.

Since the adoption of the By-law in 2009, it has been staff’s practice to follow the original intent of the DHSMPS and LUB and past practice pursuant to the policies and regulations of the former Halifax MPS for the Central Business District and Halifax Waterfront Development Area, and not require wind impact assessments (quantitative or qualitative) for buildings which are less than 20m in height. To address this, staff has recently brought forward proposed amendments to LUB, as part of the second annual review of the DHSMPS (Case #16773), for the Committee’s and Council’s consideration.

The proposed building addition is less than 20m in height. In this case, the project’s architect has provided, for the Committee’s information, an opinion or *qualitative* assessment of expected wind conditions (refer to Attachment D). The assessment anticipates that, due to the relatively low height of the building addition as well as the provision of canopies and relief in the building mass, there would be no significant changes to the existing wind conditions and level of comfort as a result of the proposal.

Conclusion

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

FINANCIAL IMPLICATIONS

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

COMMUNITY ENGAGEMENT

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

ENVIRONMENTAL IMPLICATIONS

No implications have been identified.

ALTERNATIVES


1. The Design Review Committee may choose to approve the application for substantive Site Plan Approval, as submitted. This is the recommended course of action.
2. The Design Review Committee may choose to approve the application with conditions. This may necessitate further submissions by the applicant, as well as a supplementary report from staff.
3. The Design Review Committee may choose to deny the application. The Committee must provide reasons for this refusal, based on the specific guidelines of the Design Manual.

ATTACHMENTS

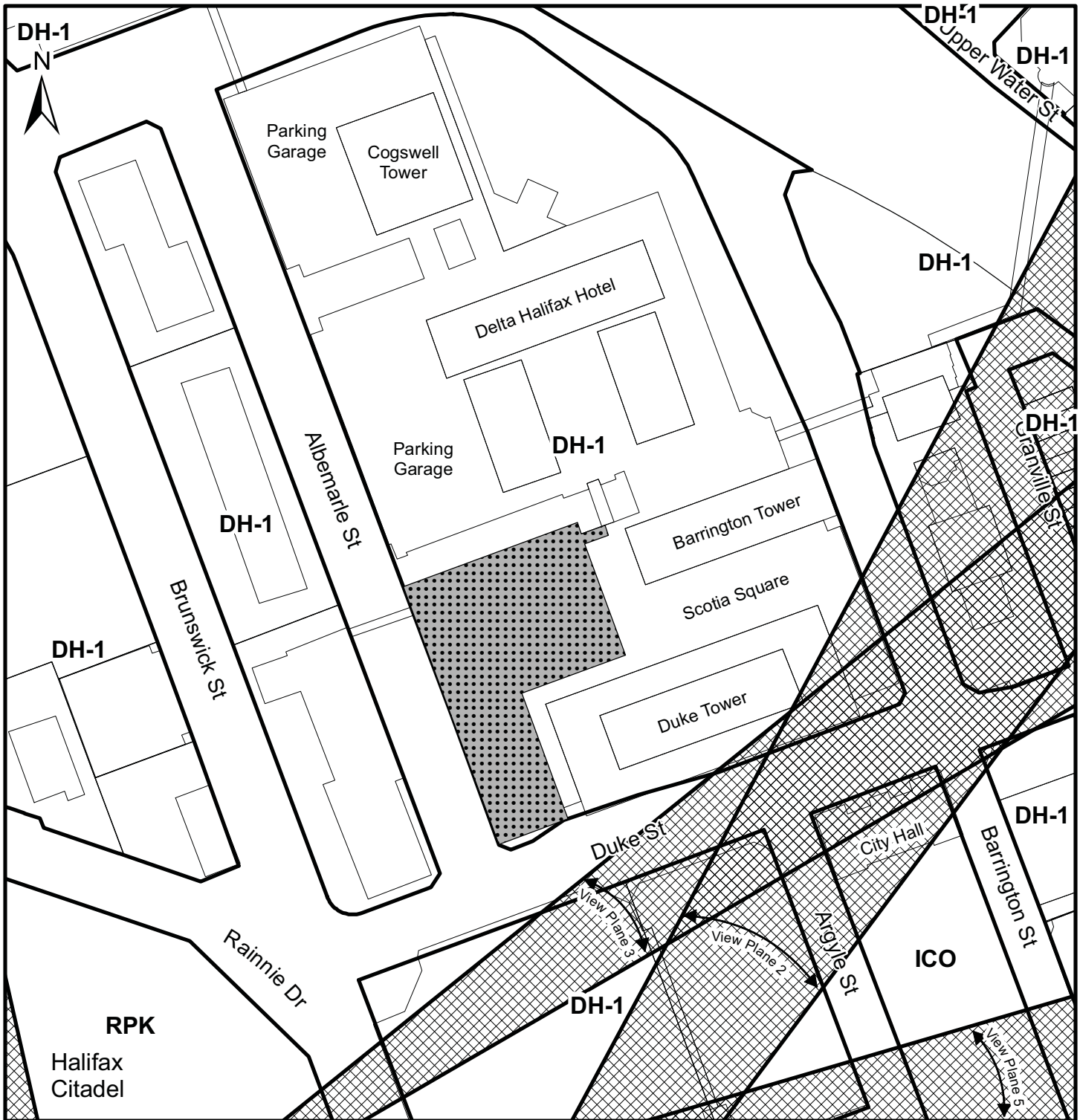
Map 1	Location and Zoning
Attachment A	Site Plan Approval Plans (Pages 1-9)
Attachment B	Design Rationale/ Supporting Information
Attachment C	Design Manual Checklist – Case 18354
Attachment D	Qualitative Wind Impact Assessment
Attachment E	Renderings

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

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


Original Signed 


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



Map 1 - Zoning and Location

Corner of Duke St. and Albemarle St.
Halifax

 Area of Proposed Addition

 View Plane

Downtown Halifax
Land Use By-Law Area

Zones

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

HALIFAX
REGIONAL MUNICIPALITY
DEVELOPMENT APPROVALS

0 20 40 60 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.

ATTACHMENT A - SITE PLAN APPROVAL PLANS



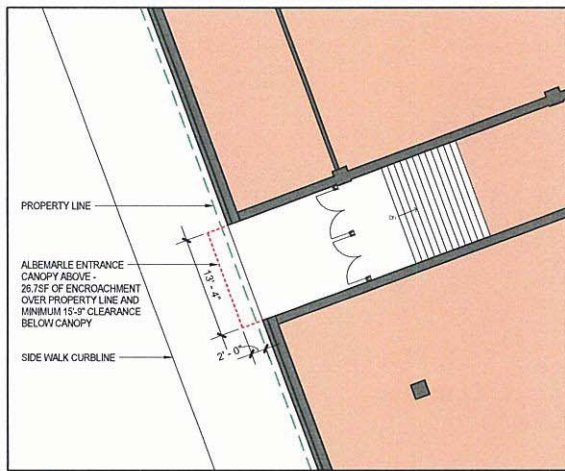
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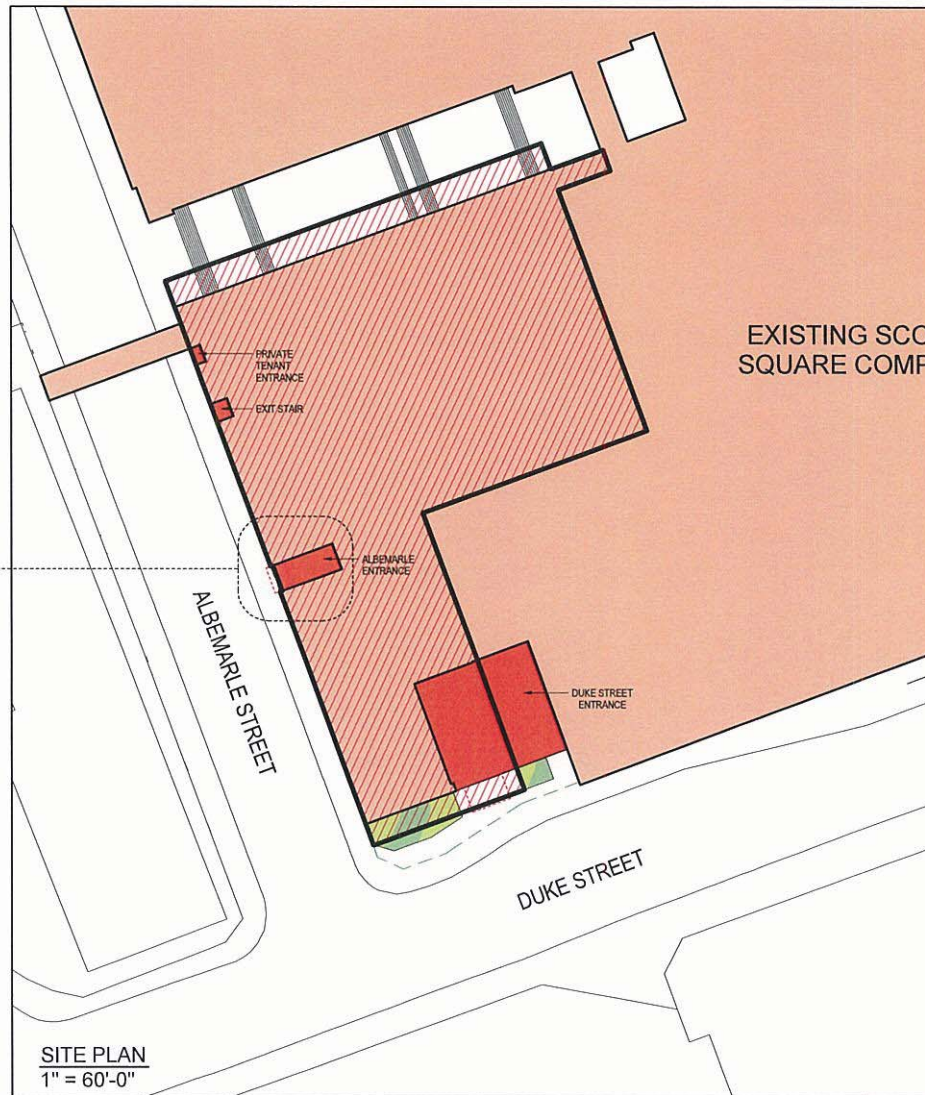
PROJECT 11-1-039
DATE 2012-12-05

SCOTIA SQUARE
WESTHILL ON DUKE

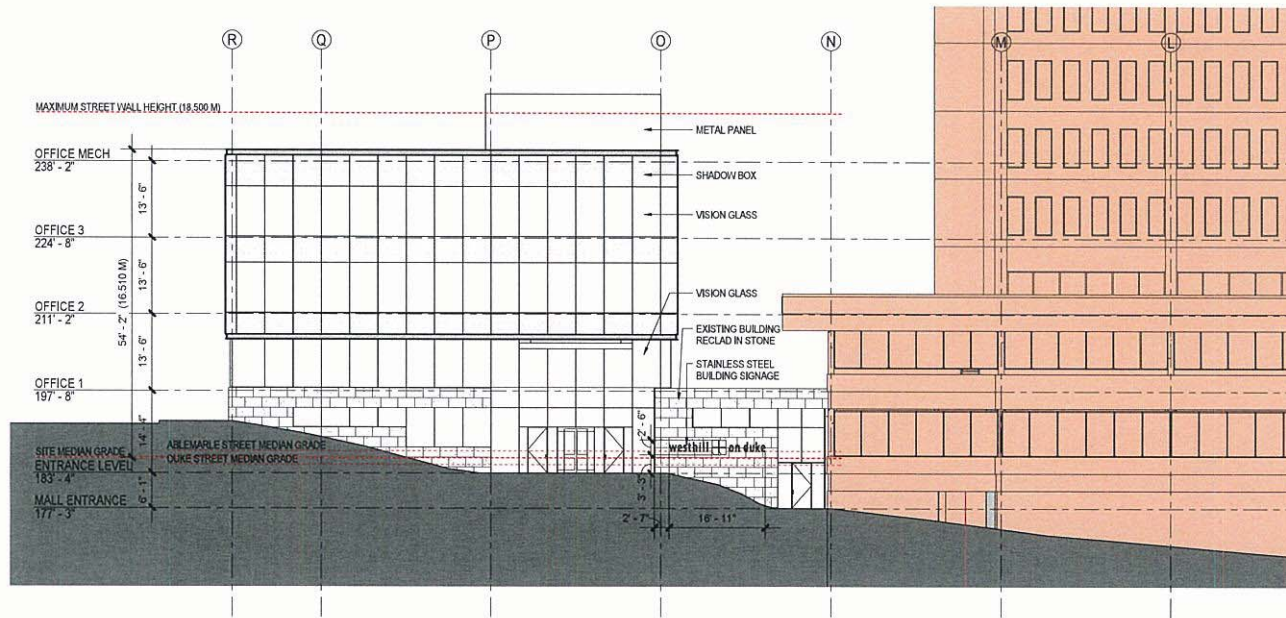
- EXISTING SCOTIA SQUARE COMPLEX
- NEW BUILDING ADDITION ABOVE
- ENTRANCE AT GRADE
- LANDSCAPING

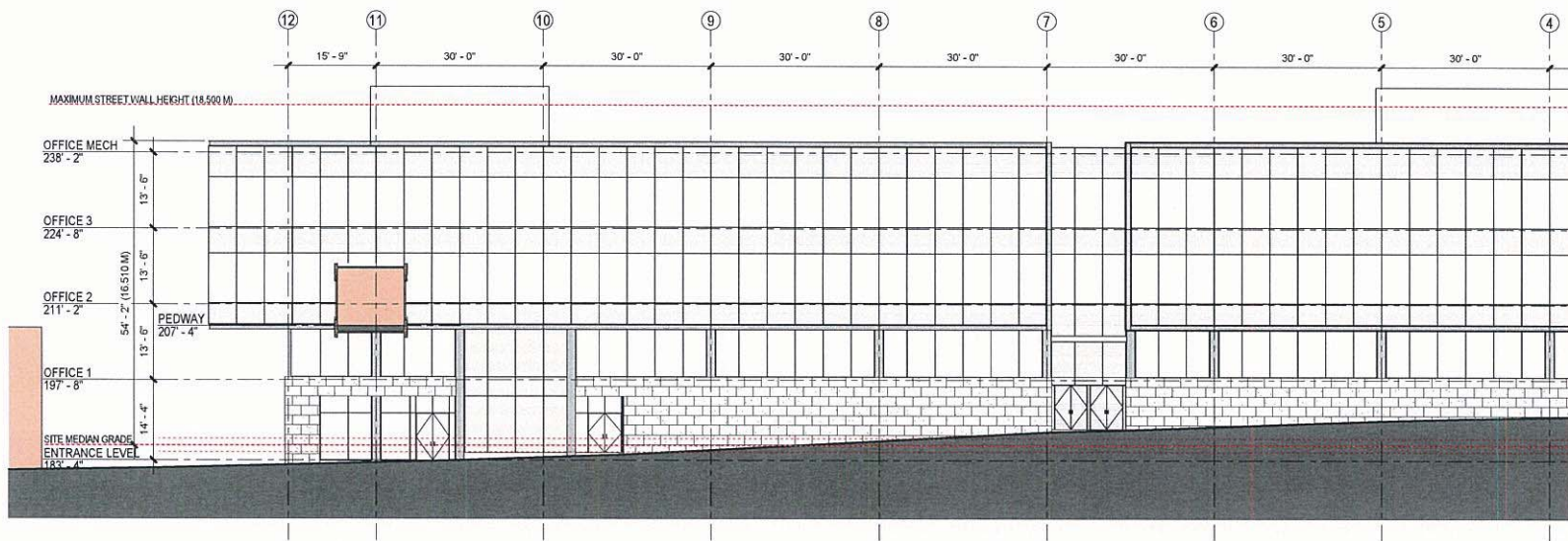


ALBEMARLE ENTRANCE CANOPY ENCOACHMENT
1/16" = 1'-0"



SITE PLAN
1" = 60'-0"





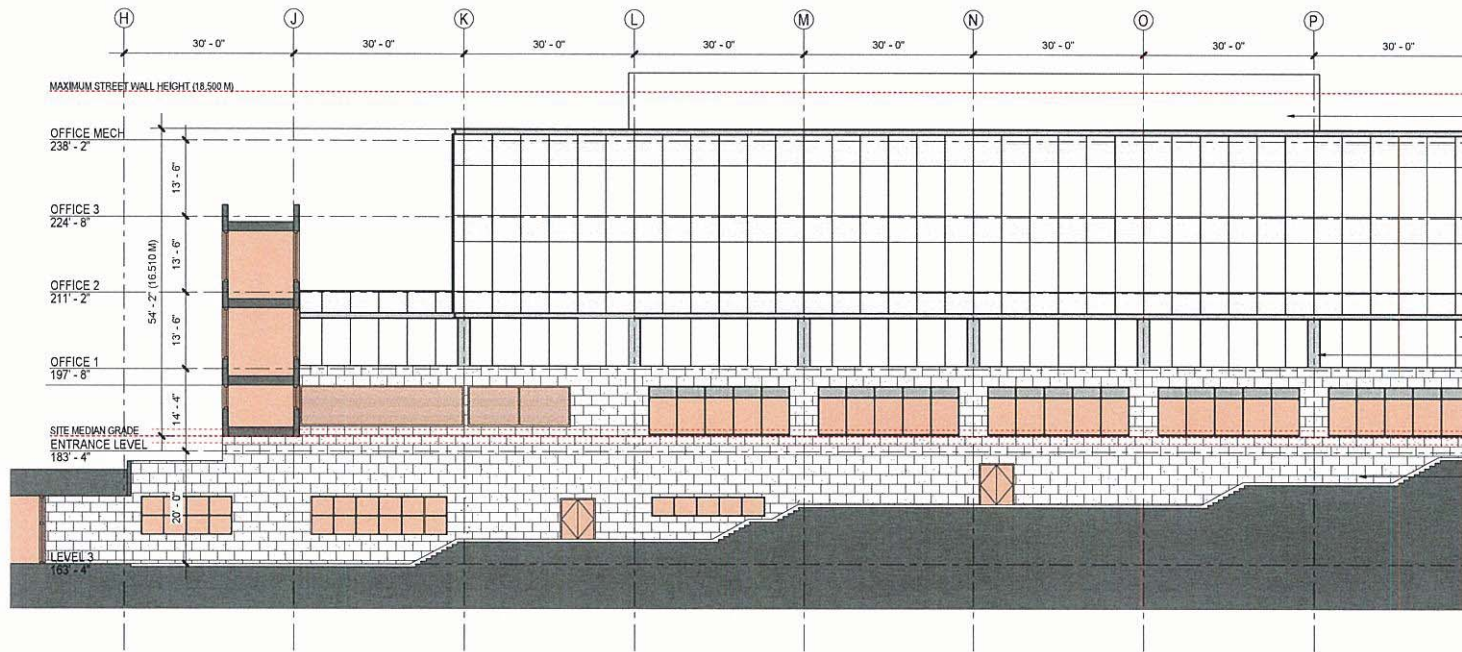
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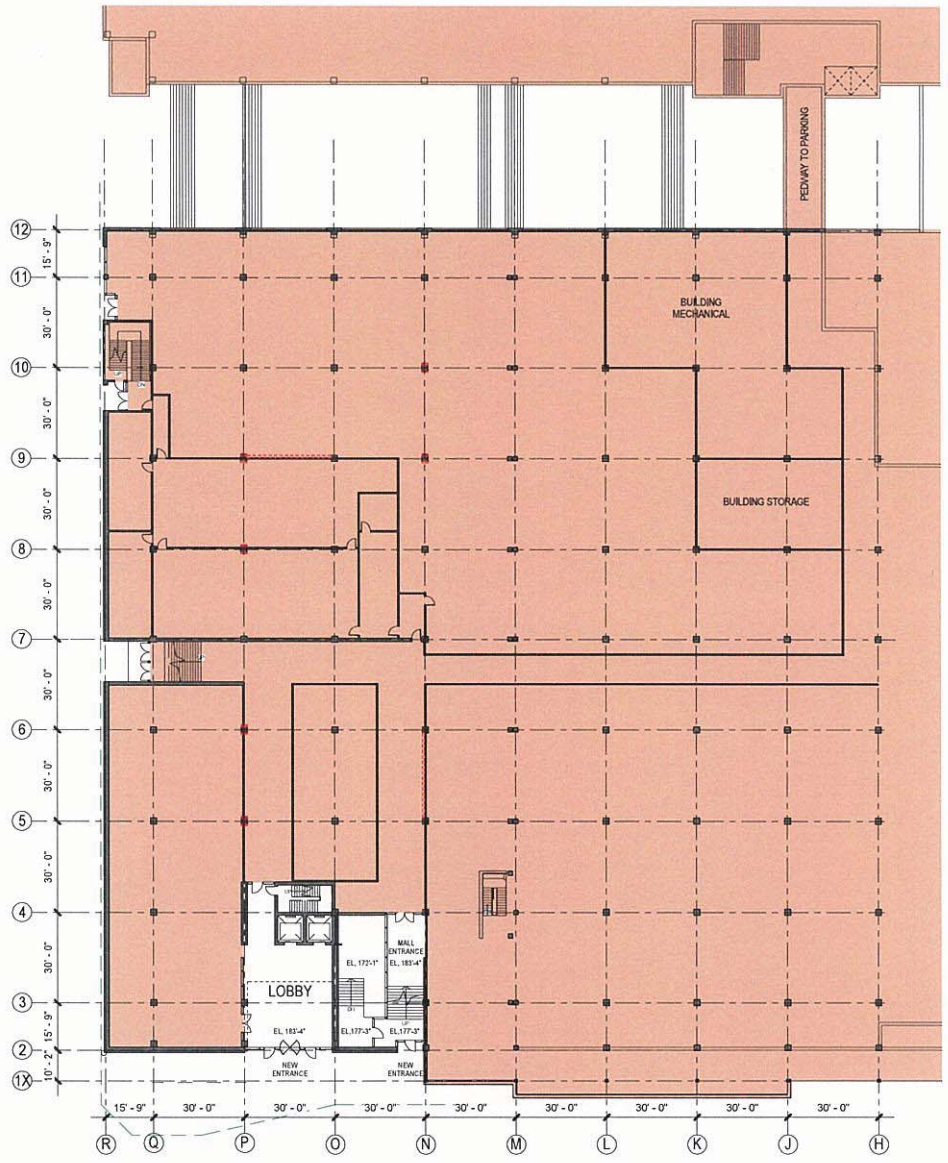


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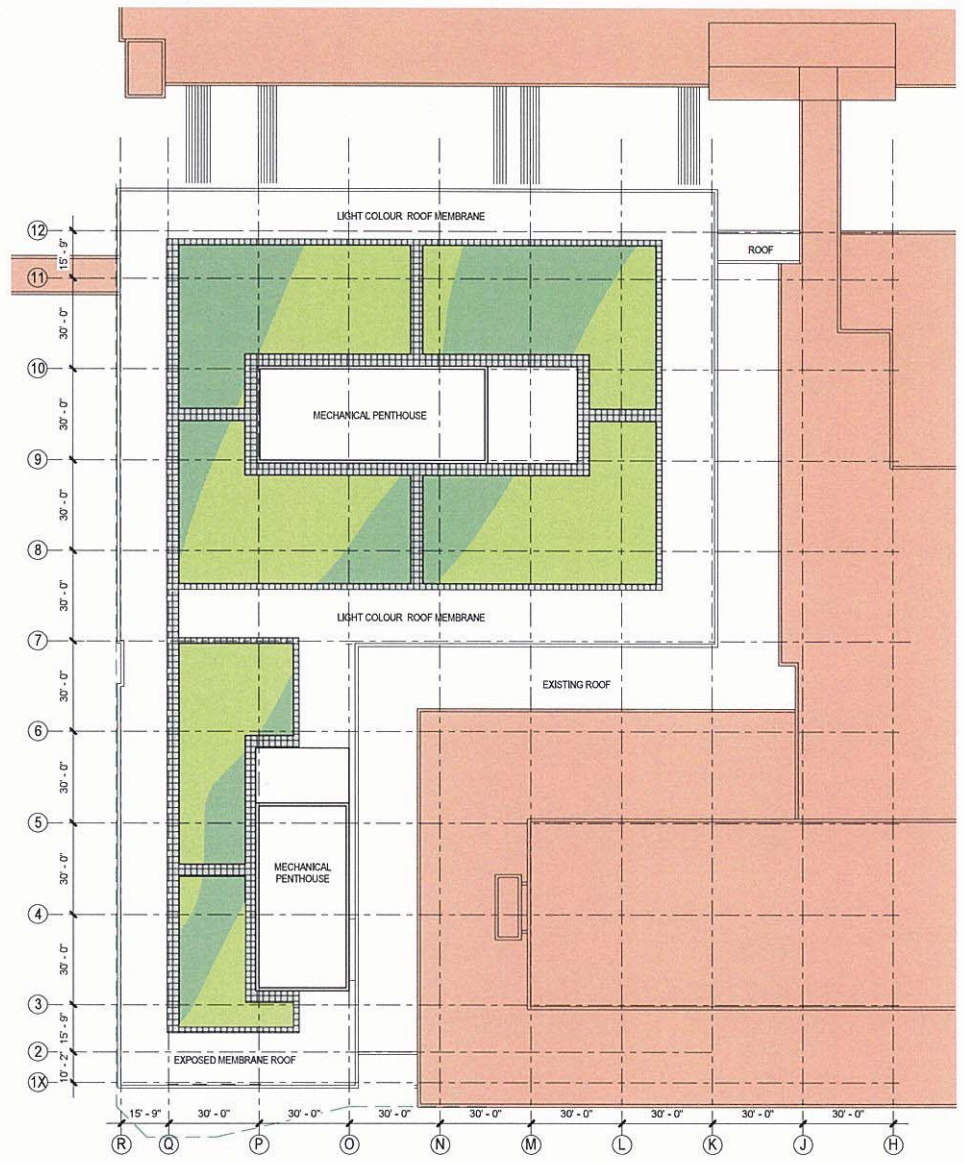
SCOTIA SQUARE
WESTHILL ON DUKE

Attachment A Page 4











ENTRANCE LEVEL STREET WALL SETBACK PLAN
1/16" = 1'-0"



UPPER OFFICE LEVELS STREETWALL SETBACK PLAN
1/16" = 1'-0"

ATTACHMENT B - DESIGN RATIONALE/ SUPPORTING INFORMATION

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1. Existing Site Condition
2. Design Rationale
3. Downtown Halifax Land Use By-Law - Relevant Criteria
4. Schedule S-1: Design Manual - Relevant Criteria

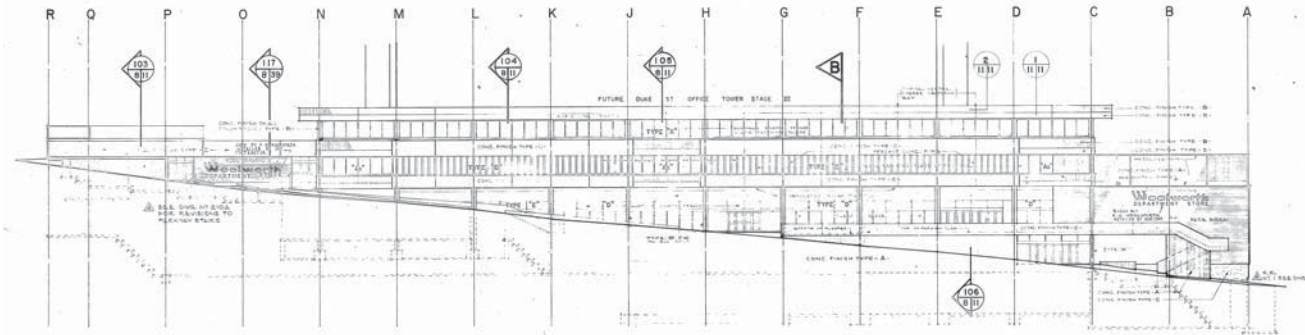


1. Existing Site Condition

The Scotia Square mixed use development was constructed in phases between the late 1960's to the early 1970's. Spanning over several acres, it was one of the largest developments in Canada at the time. One of the main challenges of the Scotia Square complex was the significant grade change between the lowest point at the northeast corner and the highest point at the southwest corner.



Original Scotia Square Complex Development



1.2 Usage

Over the years, the building has received numerous interior and exterior renovations to follow suit with the changes in tenancy. The southwest corner of Scotia Square was originally occupied by the Woolco Department store until 1994. The lack of windows along Duke Street and Albemarle Street is a reflection of the department store typology, where the circulation and concentration of activities are internalized. Since its' vacancy, it has been converted for office use.

1.3 Materiality

The existing elevations are composed predominantly out of textured concrete. Along the north edge of the Albemarle façade, red coloured brick was introduced. The combination of textured concrete and brick wraps around the northwest corner of the building and carries through to the breezeway along the north façade. Glazing is limited only to entrances.

1.4 Pedestrian Interaction

Due to the existing solid streetwall elevation, there is very little pedestrian interaction at the street level. The current entrances are also not successful in engaging the public.

The current Duke Street entrance provides access to the existing Scotia Square mall level and the Bell Aliant offices below grade. The glazed enclosure is part of Aliant's dedicated entrance. Two access points to the mall level are provided on either side of the enclosure. The recessed design results in passageway being dim and hidden.

A secondary entrance to the mall level is located on Albemarle Street. The entrance is emphasized by a raised roof top with signage that is inconsistent with other signage on site. The low ceiling also creates an undesirable entrance condition.

At the northwest corner of the site, there is an exit stair doorway and a dedicated tenant entrance. Although they are within close proximity to one another, the design and height are significantly different.



View of Existing Duke Street Entrance



View of Existing Albemarle Street Entrance



View of Existing Dedicated Tenant Entrance and Breezeway

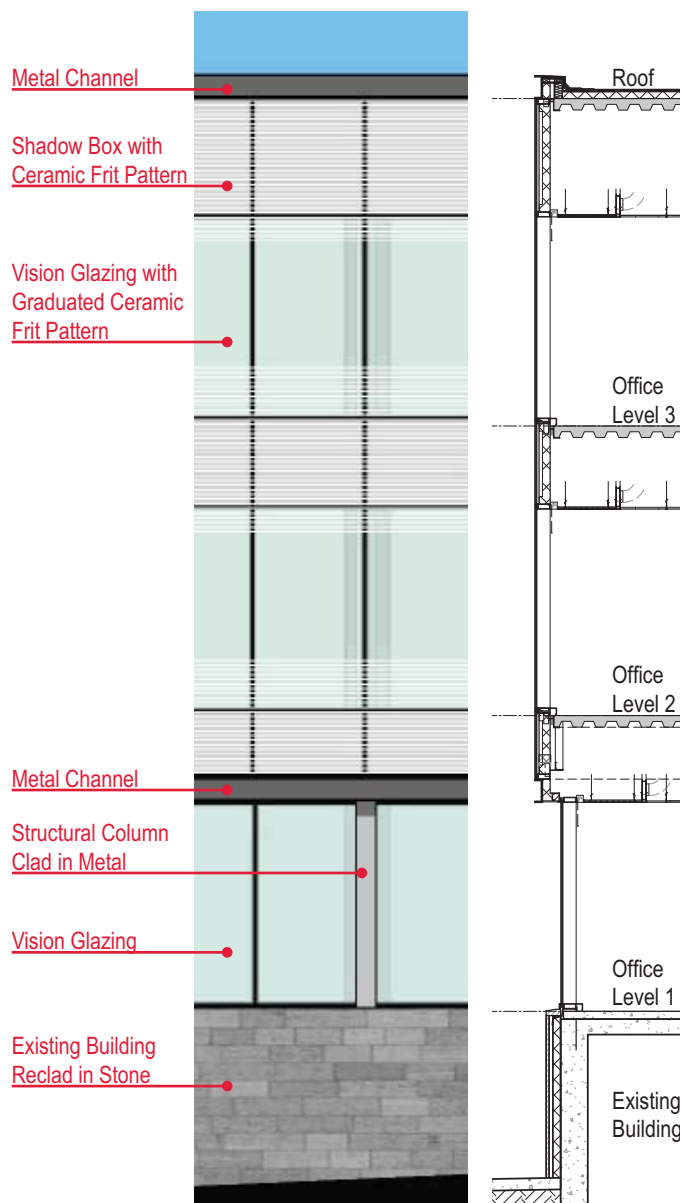


View of Existing Exit Stair and Dedicated Tenant Entrance

2. Design Rationale

The proposed building is a lowrise addition to the Scotia Square complex. The three-storey development offers large floor plates of Class A office space for over 125,000 square feet of gross area. Following the HRM By-Law and Design Manual, this project offers a new modern landmark for Scotia Square and introduces a visual upgrade to the streetscape at the corner of Duke Street and Albemarle Street.

Gross Area	Entrance level	1,768 sf
	Office Level 1	37,578 sf
	Office Level 2	41,822 sf
	Office Level 3	41,822 sf
	Rooftop Mechanical	4,928 sf
	Total	127,919 sf



2.1 Built Form

The basic built form articulation is derived from the Scotia Square podium and the adjacent Duke Tower. In order to reinforce continuity from the existing environment, the design borrows the horizontal plane from its surrounding to define the base, the interstitial level and the floating mass. Through the use of setbacks and cantilevers, the building façade is stratified to create a more interesting streetscape and to give a human scale to the façade.

Floating Mass

The top two levels of the building addition are distinguished as a cantilevered mass over the recessed interstitial space. Continuous metal channels encase the curtainwall glazing, reinforcing the crown condition. Curtainwall panels are composed of 9'-0" floor to ceiling vision glass and shadow box panel at the ceiling. A graduated ceramic frit pattern spans from below finished ceiling to desk height for the floor above. Ceramic frit provides shade and introduces additional appeal to the crown element.

Interstitial Level

The glazing for the first level of office is setback from the new stone base. Columns are clad in metal and flush with glazing to emphasize the support for the floating mass above.

Base

The existing concrete facade is reclad in stone, reminiscent of buildings within the downtown core. The existing podium level provides the datum line for the extent of stone recladding. This new stone base serves as a solid foundation for the light glazed office floors above.

2.2 Duke Street Entrance

The primary building frontage is along the south façade on Duke Street. The first two levels of the building follow the existing building outline. The existing planter and building signage are removed to allow for an extended open space at the street level. Clad in stone, the base of the building is cut to accentuate a prominent glazed office entrance. The remaining stone wall, east of the entrance, offers an ideal location for a new surface mounted, stainless steel building signage. The walkway to the main entrance is flanked by stepped landscaped areas on either side, leading visitors to the double height lobby. The cantilevered upper office floors provide weather protection and a ceiling to the exterior forecourt. A feature ceiling element visually connects exterior and interior spaces, directing visitors to the main elevator bank. The combination of the upper cantilevered floors and feature ceiling element offers a great opportunity for exterior downlight to highlight the main building entrance and to provide general lighting to the pedestrian level.

A combined secondary entrance is located east of the Duke Street building entrance. It provides access to the existing Scotia Square level and to the Bell Aliant office space below.



Proposed Duke Street Entrance



Proposed Duke Street Entrance Lobby

2.3 Albemarle Façade

The existing building at grade is completely reclad in stone. The quality of proposed new building palette dramatically improves the existing building condition.

One of the main challenges of the Albemarle façade is the length of the building. The proposed design takes advantage of the Albemarle Street entrance and exit stairwell as opportunities to introduce interruptions to the 300' long façade.

While smaller in scale, the secondary mall entrance on Albemarle Street mimics the architectural language of the Duke Street main entrance. The recessed entrance extends beyond the existing podium floor plate to create a more welcoming access point to the Scotia Square complex. This increase in height results in a pair of 7' high windows on either side of the entrance alcove. Similar to the main entrance, the entrance is announced by a projecting ceiling element. In addition, it is articulated vertically through the entire height of the proposed building, hence creating a break in the floating mass above. The massing interruption is enhanced with a continuous ceramic frit pattern and the upward continuation of the typical metal channel.

The exit stairwell at the northwest corner of the building adapts a similar approach as the secondary Albemarle entrance. However, at this location, only the two storey below the floating mass is accented with the continuous ceramic frit pattern. The pause in the stone base announces the exit stair doorway and dedicated tenant entrance. The two entrances share the same material and height to allow for a smooth integration with the reclad façade at grade. Potential signage is shown within the recessed entrance.



View of Proposed Albemarle Street Entrance



View of Proposed Exit Stair and Dedicated Tenant Entrance



Proposed Albemarle Street Elevation

2.4 Interior Layout

In order to maximize the access to view and daylight throughout the large office floor plate, all building services including elevators, stairs, washrooms and building services are located within the north and south cores.

Office levels have floor to ceiling glazing with 9'-0" clear ceiling heights. An innovative ceramic frit pattern provides shading from excessive glare and solar heat, and also screens clutter typically found below desk height. The addition is elevated above the existing podium level, giving unobstructed views from all office areas.

Office levels are served by two passenger lifts at the Duke Street entrance as well as two additional lifts at a secondary north core. One of the lifts in the north core will serve as a shared duty service lift for building tenants. Pedestrian access to the rest of the Scotia Square complex including the mall, parkade, hotel, and other offices is provided in an enclosed walkway on the podium level.

2.5 Landscaping

In addition to the landscape framing the Duke Street entrance at grade, landscaping treatment incorporating living green roof will also be provided on the proposed building rooftop. Due to the fact that the entire addition is to be constructed over existing structure, the building's live load and dead load pose a structural challenge. Even with foundation and column reinforcing on the existing structural frame, there is a limit to the amount of additional load that can be applied to the roof.

Designing with this unique restriction, approximately 50% of the area will be living green roof. The vegetated roof is separated in two large rectangular patches around the mechanical enclosures and linked by a paved walkway. The planted area will be composed of an assortment of sedum that can flourish in approximately 4" of soil. The patterning will be created by the arrangement of different colour sedum with varied blooming season. The plants will be chosen based on the colour palette as well as their suitability for the Halifax climate.

The remaining rooftop landscape elements will include a system of stone pavers and roof membrane, both of which will be light colour with high reflectance. The light colour roofing material has a high solar reflectance and reduces building heat gain. It contributes to the overall energy efficiency of the building.

This combination of living green roof and light colour roofing material provides a visually interesting and appealing roofscape, especially for the tenants occupying the surrounding buildings. It also incorporates sustainable design in the proposed building addition, as encouraged in HRM's Sustainability Guidelines.

3. Downtown Halifax Land Use By-Law - Relevant Criteria

The property is situated within the Downtown Halifax Zone (DH-1) as per [Map 1](#).

The property is situated within the Cogswell Precinct as per [Map 2](#).

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

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

The property has a maximum Streetwall Height of 18.5 metres as per [Map 7](#). The proposed building has a streetwall height of 16.51 metres, measured from the site median grade. Due to the building being within 33.5 metres in height, the building stepback requirement is not applicable.

As per [Section 8\(12\)](#), “All buildings erected or altered, with a flat roof shall provide a fully landscaped area on those portions of the flat roof not required for architectural features or mechanical equipment.”

As per [Section 8\(18\)](#), the proposed building addition does not exceed 20 metres in height and it is substantially shorter than Duke Tower to the east and Halifax Apartments to the west. It is anticipated the proposed building will have negligible wind impact at the street level beyond the existing condition. See page 14 of this report for the complete qualitative wind impact assessment report. As per HRM requirement, no quantitative wind impact assessment is included with this submission.

As per [Section 8\(20\)](#), the existing building will be re-clad in stone and the new building will be constructed with curtain-wall glazing and metal channel accents. Exposed columns and mechanical enclosures are clad in metal panel with concealed fasteners.

As per [Section 9\(7\)](#), a minimum 3 metres stepback is required above the Streetwall Height.

As per [Section 14\(15\)](#), for general office usage, 1 space per 500 square meter GFA is required. Based on the size of the building addition, 23 bike parking spaces, 50% Class A and 50% Class B, are required to meet the Downtown Halifax Land Use By-Law. The proposed building includes 12 bike parking spaces to be provided in the breezeway north of the building and 12 bike parking spaces to be provided in the Barrington Tower lobby.

4. Schedule S-1: Design Manual - Relevant Criteria

2.8 Precinct 8: Cogswell Area

2.8(e) "Define the area with modern landmark buildings."

The objective of this project is to provide additional office area while setting an exemplary standard to improve the built environment within the downtown core. This new development will be a dramatic improvement to the built form within the existing context. With the combination of stone and glass as the basic palette, the proposed building interprets the existing building articulation and develops a contemporary approach and architectural language. The simplicity of the design and materiality along with the dramatic cantilevered massing on Duke Street present a timeless landmark building.

2.8(f) "Redevelop larger existing sites such as Scotia Square and Purdy's Wharf with street-oriented infill."

3.1 The Streetwall

3.1.1 "Pedestrian-oriented commercial uses are encouraged but not required on all remaining street frontages. These areas include streetwalls with an inconsistent retail environment due to a variety of at-grade uses or different building typologies such as house forms."

The current street level usage only pertains to offices. Pedestrian-oriented commercial uses are not expected in the near future.

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

The first floor elevation is part of the existing building with no window openings. However, in the proposed design, all existing entrances are extended to allow for more transparency at grade.

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 Duke Street main entrance is protected with a 13' building cantilever. All secondary entrances are recessed to provide adequate protection from the elements.

3.1.1(f) "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."

While the existing office usage is to remain, the renovated entrances allow for the possibility of retail or commercial usage in the future.

3.1.2(a) "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."

The proposed building follows the existing building outline at the first and second levels. The top two levels cantilever within the setback requirement.

3.1.3 "Streetwall Height"

The proposed building measures 16.51 metres from the site median grade and falls within the maximum streetwall height of 18.5 metre as prescribed by the land use by-law.

3.2 Pedestrian Streetscapes

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

The existing building is re clad in stone that is a reference to other buildings within the Halifax downtown core. The upper office floors are clad in curtainwall of vision glazing and shadow box glazing, with metal channel accent.

3.2.1(f) "Streetwalls should have many windows and doors to provide 'eyes on the street' and a sense of animation and engagement."

The Duke Street entrance lobby is a significant improvement to the existing recessed mall entrance. The glass exterior wall opens up the south building façade to allow for pedestrian level interaction.

Along Albemarle Street, due to the drastic grade change and existing interior configuration, new street level window is unattainable. However, the proposed building addition will dramatically improve the 'eyes on the street' by introducing floor-to-ceiling glass office spaces directly above the street level. In addition, existing entrances are extended vertically to provide a sense of interest at the street level.

3.2.2(b) "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."

The Duke street entrance follows the existing building outline. It allows for an extended public area at the corner of Duke Street and Albemarle Street. Stepped landscaped areas frame the entrance providing a generous forecourt to the lobby.

3.2.3(c) "Where retail uses are not currently viable, the grade-level condition should be designed to easily accommodate conversion to retail at a later date."

See 3.1.1(f).

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

Along the Duke Street entrance, columns are recessed within the building to allow for an uninterrupted view of the primary building frontage.

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

The ground floor of the existing building is articulated by the re clad stone wall. The second floor is glazed and setback from the stone base. The two uppermost floors are emphasized by a continuous metal channel and an extended cantilever at the north and south façades; internal floors within this zone are highlighted by ceramic frit pattern on the glazing and shadow box panels.

3.3.1 Building Articulation

3.3.1(a) "To encourage continuity in the streetscape and to ensure vertical 'breaks' in the façade, buildings shall be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, materials, detailing, etc.. Base...Middle...Top..."

See Section 2.1 of this report.

3.3.1(b) "Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition."

The existing building at grade will be re-clad in stone reminiscent to other buildings within the downtown core.

3.3.1(c) "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."

In addition to the building articulation as described in Section 2.1 of this report, vertical recesses are strategically located along Albemarle façade to reflect the interior usage and also to introduce breaks in the 300' street frontage.

3.3.1(d) "Street facing façades should have the highest design quality, however, all publicly viewed façades at the side and rear should have a consistent design expression."

The quality of design and material is extended beyond the street facing façades and carried throughout all elevations of the proposed building. Similar to the Duke Street and Albemarle Street façade, the north façade facing the "breezeway" also expresses consistent building articulation and materials.

3.3.2 Materials

3.3.2(b) "Too varied a range of building materials is discouraged in favour of achieving a unified building image."

The proposed building is composed from a very basic material palette of stone, curtainwall, accent metal channel, and metal cladding for roof enclosures and structural elements expressed on the exterior.

3.3.2(c) "Materials used for the front façade should be carried around the building where any façades are exposed to public view at the side or rear."

See 3.3.1(d).

3.3.2(d) "Changes in material should generally not occur at building corners."

All building material wraps around at building corners.

3.3.3 Entrances

3.3.3(a) "Emphasize entrances with such architectural expressions as height, massing, projection, shadow, punctuation, change in roof line, change in materials, etc."

See Section 2.2 and 2.3 of this report.

3.3.3(b) "Ensure main building entrances are covered with a canopy, awning, recess or similar device to provide pedestrian weather protection."

See 3.1.1(d).

3.3.4 Roof Line and Roofscapes

3.3.4(b) "The expression of the building 'top' and roof, while clearly distinguished from the building 'middle', should incorporate elements of the middle and base such as pilasters, materials, massing forms or datum lines."

The building "top" and roof are clearly defined by a continuous metal channel and massing projection at the north and south ends of the building. See Section 2.1.

- 3.3.4(c) "Landscaping treatment of all flat rooftops is required...The incorporation of living "green roofs" is strongly encouraged."

See Section 2.5 of this report.

- 3.3.4(d) "Ensure all rooftop mechanical equipment is screened from view by integrating it into the architectural design of the building and the expression of the building 'top'. Mechanical rooms and elevator and stairway head-houses should be incorporated into a single well-designed roof top structure. Sculptural and architectural elements are encouraged to add visual interest."

Two mechanical penthouses will be required to serve the large floor plates. All mechanical equipment, elevator machine rooms and stairways are incorporated within these two roof top structures.

- 3.3.4(e) "Low-rise flat roofed buildings should provide screened mechanical equipment. Screening materials should be consistent with the main building design. Sculptural and architectural elements are encouraged for visual interest as the roofs of such structures have very high visibility."

Mechanical penthouses will be clad with metal panel with concealed fasteners. The penthouses are setback from the streetwall with limited visibility from the street level. Special consideration will also be taken in colour selection to minimize their visual impact.

- 3.3.4(f) "The street-side design treatment of a parapet should be carried over to the back-side of the parapet for a complete, finished look where they will be visible from other buildings and other high vantage points."

The top of the building is emphasized by a continuous metal channel which wraps around all façades of the building.

3.4.2 Corner Sites

- 3.4.2(c) "Developments on all corner sites must provide a frontal design to both street frontages."

While the Duke Street façade is considered the main entrance to the building, special attention is also given to the secondary entrances along Albemarle Street. See Section 2.3 of this report.

- 3.4.2(c) "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 3.2.2(b).

3.5.1 Vehicular Access, Circulation, Loading and Utilities

- 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 back of house area is accommodated from existing facilities within the Scotia Square complex.

3.5.4 Lighting

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

Downlights are to be provided at exterior cantilever soffit and recessed entrances. At the Duke Street entrance, uplights may be considered to highlight the front entrance of the building. Full cut-off uplight fixtures can be accommodated within the planted area and the cantilever soffit will ensure there will be no light pollution.

3.5.5 Signs

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

Wherever required, building signage is to be suspended within the recessed entrances or under the building cantilever at the north and south elevations. Signage support shall be constructed with material and colour complimentary to the building palette.

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

The stone wall just east of the Duke Street main entrance is an opportunity for clearly visible building name and street address signage.

5.2 Sustainability Guidelines

5.2.1(f) "Use light-coloured roofing materials with high reflectance."

Exposed roofing membrane will be light-coloured with high reflectance. Also, white, reflective pavers shall be used following roof landscape design.

5.2.1(i) "Design exterior lighting to be shielded or full cutoff as required. Exterior lighting shall fall within the property."

Exterior lighting is limited to cantilever soffit and recessed entrances.

5.2.2(a) "Provide bicycle storage and convenient changing facilities for 5% of building occupants."

Bicycle storage and changing facilities are available within the Scotia Square complex.

5.2.2(b) "Provide transit and pedestrian-friendly physical links to mass transit infrastructure. Bus stops or ferry terminals must within 500 metres of the site."

Scotia Square Complex is one of the best served developments for public transit in downtown Halifax. In addition to the existing bus stop in front of the Duke Street entrance, there are a major bus stop on Barrington Street, a Metro Link stop and a Metro X bus stop. Also, the site is within walking distance to the ferry.

5.2.3(a) "Eliminate potable water for landscape irrigation."

Roof landscaping is comprised of non irrigated vegetated roof.

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

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

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Section	Guideline	Complies	Discussion	N/A
	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.		•	
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	•		

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Section	Guideline	Complies	Discussion	N/A
	Terminus sites identified on Map 9 of the Land Use By-law.			
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 (<i>not applicable</i>)			
3.2.5	Sloping Conditions			
3.2.5a	Maintain active uses at-grade, related to the sidewalk, stepping with the slope. Avoid levels that are distant	•		

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Section	Guideline	Complies	Discussion	N/A
	from grade.			
3.2.5b	Provide a high quality architectural expression along 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.	•		
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; existing pedway unchanged)</i>			
3.2.7	Other Uses <i>(not applicable)</i>			
3.3	Building Design			
3.3.1	Building Articulation			
3.3.1a	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,		•	

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Section	Guideline	Complies	Discussion	N/A
	detailing, etc.: <ul style="list-style-type: none"> Base: Within the first four storeys, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation and material quality. Middle: The body of the building above the base should contribute to the physical and visual quality of the overall streetscape. Top: The roof condition should be distinguished from the rest of the building and designed to contribute to the visual quality of the skyline. 			
3.3.1b	Buildings should seek to contribute to a mix and variety of high quality architecture while remaining respectful of downtown's context and tradition.	•		
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 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.	•		

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Section	Guideline	Complies	Discussion	N/A
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 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.			•

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Section	Guideline	Complies	Discussion	N/A
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.	•		
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.			•

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

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Section	Guideline	Complies	Discussion	N/A
3.6.1b	on an existing building, where an addition is to be constructed, the existing structural elements of the building or other similar features are prohibitive in achieving the streetwall setback requirement; or		•	
3.6.1c	the streetwall setback of abutting buildings is such that the streetwall setback would be inconsistent with the character of the street.			•

ATTACHMENT D - QUALITATIVE WIND IMPACT ASSESSMENT

5. Wind Impact Assessment Report

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

August 1, 2012

**RE: WESTHILL ON DUKE - PROPOSED SCOTIA SQUARE BUILDING ADDITION
WIND IMPACT ASSESSMENT REPORT**

With regards to the proposed design for a new office building addition to the Scotia Square Complex, situated at the corner of Duke Street and Albermarle Street, we hereby address the requirements for a qualitative wind impact assessment.

Situated on a street corner site, the proposed building addition provides street wall at two of its elevations, facing Duke and Albermarle Streets. Along these proposed building elevations, articulations such as relief in the building mass and projecting canopies will promote comfortable conditions at the sidewalks with respect to wind impact. Due to the relatively low height of the proposed building, its massing and shaping will affect wind levels to a degree that has been deemed low enough to not require further wind tunnel study.

Halifax Regional Municipality (HRM) requires a quantitative wind impact assessment for new building proposals that exceed a height of 20 meters. Existing buildings surrounding the site of the proposed building addition such as the Duke Tower and the Barrington Tower to the east, as well as the Halifax Apartments to the west, are each significantly taller than the proposed building addition. The proposed building addition will, at its highest elevation, stand 16.15 meters above the median sidewalk grade. The existing conditions of the pedestrian spaces surrounding the site are such that wind levels are consistently comfortable for standing and walking. It is anticipated that the relatively low height of the proposed building addition will not significantly alter the existing wind conditions.

Regards,
Original Signed

Vaidila Banelis
Senior Partner, Zeidler Partnership Architects

ATTACHMENT E - RENDERINGS



