



Waterfront Development

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Halifax, Nova Scotia  
B3J 1S5

Reo 6.1

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June 5, 2012

Mr. Terry Smith-Lamothe  
Chair- Design Review Panel  
Halifax Regional Municipality  
P.O. Box 1749  
Halifax, NS  
B3J 3A5

Dear Mr. Smith-Lamothe:

**Re: WDC Cunard Block Project- Design Review Committee Briefing**

Thank you in advance for the opportunity to present the materials we have developed for the Cunard Block to the Committee. We wanted to ensure that the Committee had the opportunity to review the materials that we will be issuing as a RFP for the project in June so that we could receive feedback to assist in our evaluation of the proposals we will receive from the development community in September.

Over the past 24 months we have been working closely with HRM staff to develop the proposed development concept for the site that means WDCL's development principles and the objectives of the MPS, and we would like to thank them for their assistance the Concept and Design Development stages of the project.

Attached to this package you will find the following materials:

- Architectural Drawing Set;
- Site Service Plan, and;
- Property Survey.

We will present additional materials including the 3D model for the project at your meeting scheduled for Thursday June 14<sup>th</sup>.

In the interim do not hesitate to contact me should you have any questions.

## **Project Information:**

The Cunard Block is a 0.6 hectare site (1.5 acres) located in a key waterfront location between Bishop's Landing and the new Emera Corporate Headquarters. The site is currently used as a paved parking lot and is prime opportunity site on the Halifax waterfront. Immediately adjacent to the eastern tip of Morris Street, the site holds a strategic location along a major waterfront corridor, with stunning views of the Halifax Harbour, Georges and McNab's Islands, and the Dartmouth waterfront. The site is also one of WDCL's most distant southerly properties on the waterfront. With the redevelopment of the Emera head office, the Cunard Block redevelopment will complete the pedestrian experience with this new built form on the south side of the waterfront. The site's location, surrounding neighbourhood context, and prominence on the waterfront make it a logical site for a significant mixed use development.

The project is being led by Waterfront Development Corporation Limited (WDCL), who is charged with 'activating' the waterfront by:

- building a continuous waterfront boardwalk at the waters edge,
- creating destination public spaces along the waterfront,
- sponsoring year-round events and signature tourism events to bring people to the waterfront,
- developing active ground-floor uses for buildings on the waterfront, and
- maximizing the economic development potential of the waterfront.

This project is somewhat of a first for WDCL; instead of asking developers to lead the design process by responding to a design brief, WDCL is advancing the design process to find the right balance of high quality urban development, activity generating uses on the waterfront and high quality open space that will improve the waterfront experience. WDCL expects that by advancing the design they will (a) provide clarity for the private sector, (b) enable WDCL to find the best development partner, (c) reduce uncertainty of regulatory approval process, and (d) compress timelines. While the eventual private development partner will have some measure of design flexibility at the end of this process, it is anticipated that this approach will provide WDCL with greater certainty for both the timing and design outcomes.

The project is consistent with all but a few of the policies outlined in the LUB. The 17-storey high-rise mixed-use development includes:

- almost 14,000 sq.ft. of groundfloor commercial space. This includes a 2,200 sq.ft. commercial site on the corner of Morris Street and Lower Water St, a 3,350 sq.ft. commercial pad at the other corner of the site on Lower Water Street, and 8,300 sq.ft. of Commercial space along the waterfront.
- a stand-alone public washroom and 1,100 sq.ft. commercial service building.
- 325,000 sq.ft. of gross residential space (including 296 units),

- 550 underground parking spaces,
- 26,000 sq.ft. of public plaza event space (including boardwalks) plus 500' of public boardwalk (9,300 sq.ft.) and several rooftop gardens. This means that almost 40% of the site is dedicated to open space (excluding rooftop gardens and public spaces).

The project will be a major development for Halifax and the waterfront and a significant public open space node along the south waterfront boardwalk.

### **Design Rationale:**

As one of the preeminent development sites on the Halifax Waterfront, the Cunard Block design incorporates the development principles of both WDCL and HRM for important waterfront sites. WDCL strives to plan and coordinate developments that:

- Maximize continuous public access to the water's edge;
- Create public spaces that are of high quality, rich in amenities and flexible in their use;
- Preserve and interpret historical uses, activities and forms of the waterfront, and conserve lands with marine industrial use potential;
- Provide active and dynamic year-round destinations;
- Integrate well with, and support, the surrounding urban fabric;
- Exemplify architectural quality, have animated streetscapes, and respect and support activity at the water's edge, and;
- Are economically and environmentally sustainable.

HRM's development objectives for the Southern waterfront are to ensure:

- consistent and complete street wall along Lower Water Street
- Buildings present a slender face to Lower Water, with their long dimension perpendicular to Lower Water Street.
- Consistent public boardwalk
- Public Open spaces are provided where the eastward extension of (Morris Street) intersects the boardwalk
- human scale
- adequate consideration of sea level rise
- all adequate buildings setback from the ordinary high water mark
- building height immediately adjacent to the boardwalk steps up

- Long unbroken runs of building along the boardwalk or water's edge are not permitted.
- high quality, low maintenance site furnishings

There are several encumbrances on the Cunard Block properties, which significantly influence the physical form of the development. These include:

- View Plane 6 penetrates the north eastern end of the Cunard block. The Land Use Bylaw states that "no building or structure shall protrude through a View Plane". The view plane limits the height of any structure on the Cunard Block within the view plane to 8.7 m. on the north end to 3.8 m on the south end.
- Water-Lot C-5. Is owned by the WDCL but is a post-confederation waterlot the title to which is disputed by the Halifax Port Authority. For this reason, WDCL has designed the project so that none of the parking structure or buildings can be sited on lot C-5.
- Sea Level Rise: Any new development on the water must give due diligence to the impacts of sea level rise. For the Cunard Block, the finished floor of all commercial or residential uses has been raised by 18" above the boardwalk height of 8.2' above high water. This will allow the boardwalk to transition from its current height to a future 18" higher boardwalk when it is rebuilt over the next few decades (note that this section of boardwalk was just recently rebuilt and probably has a +20 year life.
- Morris Street View Corridor. A detailed land survey has confirmed that the 50' Morris Street view corridor does not cross the Cunard Block property. Only 100' of public road right-of-way extends into the Emera property significantly limiting the type of uses that can border the Emera property due to lack of public access. The view corridor limits Emera's development potential. The site plan shows a public waterfront walkway on Emera's land to be built by WDCL if an agreement can be negotiated for its construction.

The final design proposal for the Cunard Block successfully integrates the constraints of the encumbrances and the HRM/WDCL development objectives by:

- creating a building massing that is consistent with the Land Use Bylaw (unbroken street-wall, stepbacks, orientation of the tower, stepbacks from the waterfront, connection of Lower Water Street to the Waterfront, etc.),
- creating active ground floor commercial uses on the waterfront and on Lower Water Street,
- creating a series of high-quality, landmark public open spaces along the waterfront,
- maintaining a continuous public boardwalk along the waters edge,
- providing public washroom facilities and adjacent event space along the boardwalk,
- ensuring the 17-storey tower creates a slender face along Lower Water Street.

- Stepping back and massing of the building to reinforce the human scale of the development,
- accessible but out-of-sight parking.
- Green roofs and public roof decks and bicycle friendly development.
- The building and adjacent open space successfully balance public open space objectives with development feasibility and unit yield. The proposed development will be a significant landmark development for Halifax and Atlantic Canada.

### **Proposed Public Benefit:**

As noted, the development maintains almost 40% of the site as public open space. This includes almost 500' of public boardwalk, public washroom facilities, a raised (18") large public plaza space, significant seating space along the waterfront using the 3 risers of the steps, universally accessible space, a commercial esplanade on the waterfront, A Cunard Landing drop-off plaza, a series of smaller plazas and open spaces and a major public trail along the Morris Street view corridor connecting Lower Water Street to the boardwalk. The building will provide additional private open space in the form of rooftop gardens and public terraces.

### **Wind Assessment:**

Wind data from the Shearwater Airport (1953 to 2000) were assembled and analyzed using Windrose PRO 2.3 to understand the intensity, frequency and direction of winds at the Cunard Block development 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. Since Lower Water Street is directly west of the new development, the infrequent winds from the east and north east mean that there will be reduced potential for impacts on pedestrians walking on Lower Water Street as a result of concentrated winds and turbulence from the new building. The more prevailing high winds from the north-west, west, south-west and south, will have very little impact on sidewalk pedestrians due to the position of the building to the east of the street. Winds from these directions could have a more pronounced impact on certain sections of the boardwalk.

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 (those from the north-east, east and south-east) have a cumulative potential of 16% of the time. That is, the building only has the potential to change sidewalk wind conditions at most 16% of the time in the summer. IN the winter, the prevailing winds shift from the west, north-west and north. These winds will have very little impact on the

sidewalk. During high wind conditions (>18mi/hr), only the winds from the east (that occur 1.25% of the time) will impact pedestrians on the sidewalk.

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 south side; or on the Lower Water Street side) there can be more turbulent wind but little change in wind speed. On the downwind side of the building (north and east; or the boardwalk side), wind speed is often reduced and turbulence increased up to 8x the height of the building in what is often referred to as the “quiet zone”. On both sides of the new building, ‘streamlines’ can occur where the wind is accelerated through the openings between buildings. The area where this will be most impacted as a result of the new building will be the Morris Street extension area when winds prevail from the south-west (about 10% of the time during the summer) and 6% of the time during the winter.

The stepped nature of the building design (vertically and horizontally) as a result of the LUB setback requirements will further reduce the impacts of downward drafts on adjacent sidewalks. The introduction of wind tolerant trees along the Morris Street connector will further reduce the impacts of gusting winds on this future pathway.

The location of the site on the western side of the Halifax Harbour and the stepped building design are not expected to have any appreciable impacts on the sidewalk or boardwalk as a result of the development. The one exception that will need deliberate mitigation would be the Morris Street extension walkway that will need to be planted with a wind tolerant species for the occasional south-western winds coming down Morris Street.

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

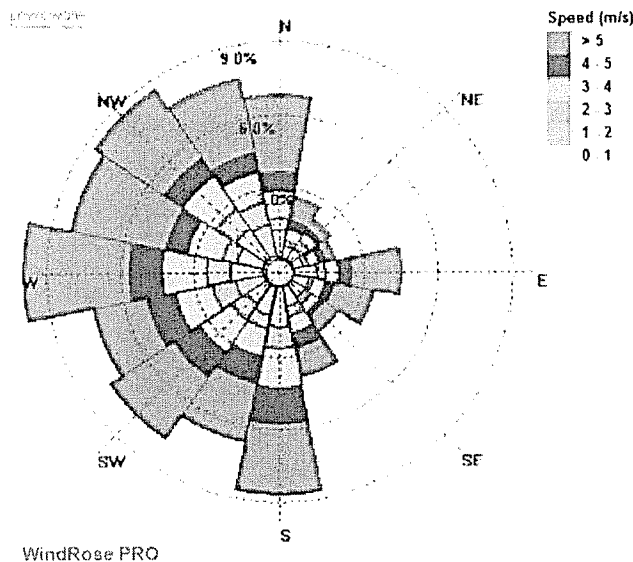


Figure 2. Wind Rose overlain on site plan

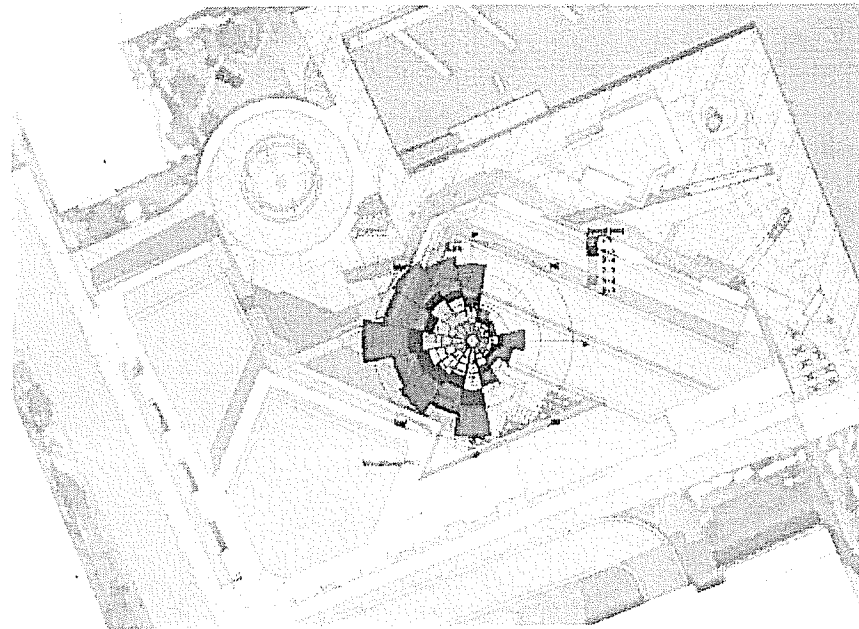
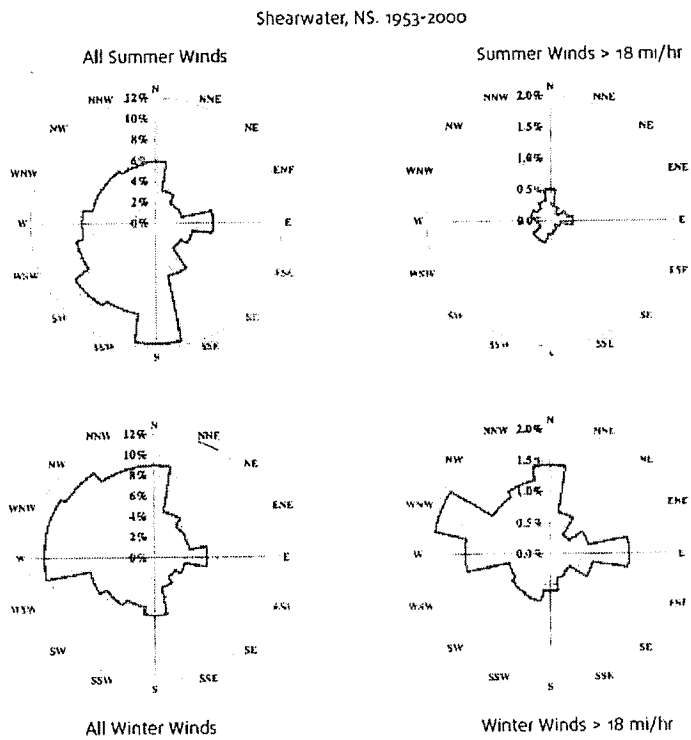


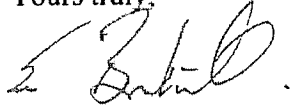
Figure 3. Seasonal Wind Direction for Shearwater Airport



**Variance Requests:**

A summary of the LUB compliance is presented in the attached table. The non-conforming items are listed in red along with the rationale for the need for a variance. Consideration of these variances is requested according to Sections 9 (8) & 10 (14) and with reference to section 3.4.9 of the Secondary MPS.

Yours truly,

A handwritten signature in black ink, appearing to read "Eric Burchill", with a stylized flourish at the end.

Eric Burchill  
Director of Planning and Development

Encl. (1)



# CUNARD BLOCK: LUB PRE-APP CONFORMANCE

## CUNARD BLOCK: PRECINCT 1, SOUTHERN WATERFRONT

LUB Section	Page	Standard	Cunard Block Development Compliance
Permitted Land Use	18	Listed	Compliant
Residential Uses: Dwelling Unit Mix	18	1/3 of units to be 2-bedroom	Compliant
Storm Surge Protection	19	No building less than 2.5m > High Water Mark	Compliant: Building raised to 2.95 Geostatic
Number of Buildings on Lot	22	1 Main building on one lot	Compliant: Although the site plan shows 2 buildings (one large and one small visitor centre), the 2 buildings are linked by one large underground parking underneath both and will be considered 1 development.
Building Height	22	Maximum Post Bonus Height 49m and 19m.	Compliant: Under the 19m portion, the smaller building is 5.5m high and is below the Viewplane #6 (which ranges in height from 8.7m to 5.8m). The larger building is below 49m taken from the average site grade.
Landscaping for Flat Roofs	23	All flat roofs not required for architectural of mechanical equipment shall be landscaped	Compliant:
Land Uses at grade	23	Ground floor of the building on Lower Water Street shall have a floor to floor height of 4.5m	Compliant: The height of the ground floor commercial uses at the Morris/ Lr. Water corner is 6.4m. Lower Water Street slopes down approximately 10° to the Bishop Landing corner where the commercial height is 4.5m. The intervening viewplane units have varying heights.
View Plane requirements	23	No building shall protrude through a viewplane	Compliant: Viewplane #6 passes through the site.
View Plane requirements	23	No building shall be constructed parallel to a viewplane.	Compliant: Most of the buildings are oriented to the city grid. The waterfront lower tower is several degrees off of the viewplane orientation.
Prohibited external Cladding	24	Material list	Compliant
Streetwall Height:	26	Maximum streetwall height of 18.5m	Compliant
Streetwall Width	26	Streetwall width of no less than 80% of the Lower Water Street frontages.	Compliant: Street frontage length is 190' (see survey). The actual streetwall width is 185'.
Streetwall Stepbacks	26	Minimum of 4.5m for that portion of the building that is greater than 33.5m high	Compliant: 4.5m shown
Building Setbacks	27	No setback from interior lot lines for buildings <18.5m	Compliant
Mid-rise buildings	27	For buildings between 18.5m to 33.5m high, building setback of 3.5m from interior lot lines	Non-Compliant: The subject lot supports two buildings that total about parking spaces that exceed the maximum parking of the building. A setback of 3.5m would have significantly impacted the parking of the building. The subject lot is not fully developed and the Mid-rise Waterfront is the neighboring property. The subject lot has a setback of 4m from the interior lot line.
High-rise buildings	27	For buildings greater than 33.5m high, building setback of 11.5m from interior lot lines	Non-Compliant: As shown, the Avenue Street RCM extends 100' from the site. The 124' tower setback slightly exceeds 120' into the interior lot line. For the reason stated above, the designers believe this setback is necessary to allow for the tower to be placed.
Precinct 1: Additional Requirements	29	Multiple buildings on a lot shall be permitted	Compliant
Precinct 1: Additional Requirements	29	All buildings setback 8m from the ordinary high water	Compliant
Precinct 1: Additional Requirements	29	Within 30m of high water, no building to exceed 12.5m plus 1m height for every 1m of setback from the 8m setback	Compliant
Precinct 1: Additional Requirements	29	The width of any building face parallel to ordinary high water shall not exceed 21.5m	Compliant
Precinct 1: Additional Requirements	29	Any portion of building above 33.5m parallel to Lower Water St shall be a maximum width of 21.5m and a maximum depth of 38.5m	Non-Compliant: The maximum building dimensions are not as previously stated. The building is 33.5m high and 21.5m wide. The building is 38.5m deep. The building is 38.5m deep.
Post Bonus Height Provisions	31-32	Listed provisions	Compliant: We will meet all required provisions
Signs	33-36	Listed provisions	Compliant: We will meet all required provisions. There will be waterfront wayfinding and interpretive signage that will be installed by WDCI, as part of the development.
Parking	37-39	Listed provisions	Compliant
Bicycle Parking	40-42	Listed provisions	Compliant: We will meet all required provisions



MICHAEL

APIER

ARCHITECTURE

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Halifax, Nova Scotia  
B3K 1Y5

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Fax 902 455 5523

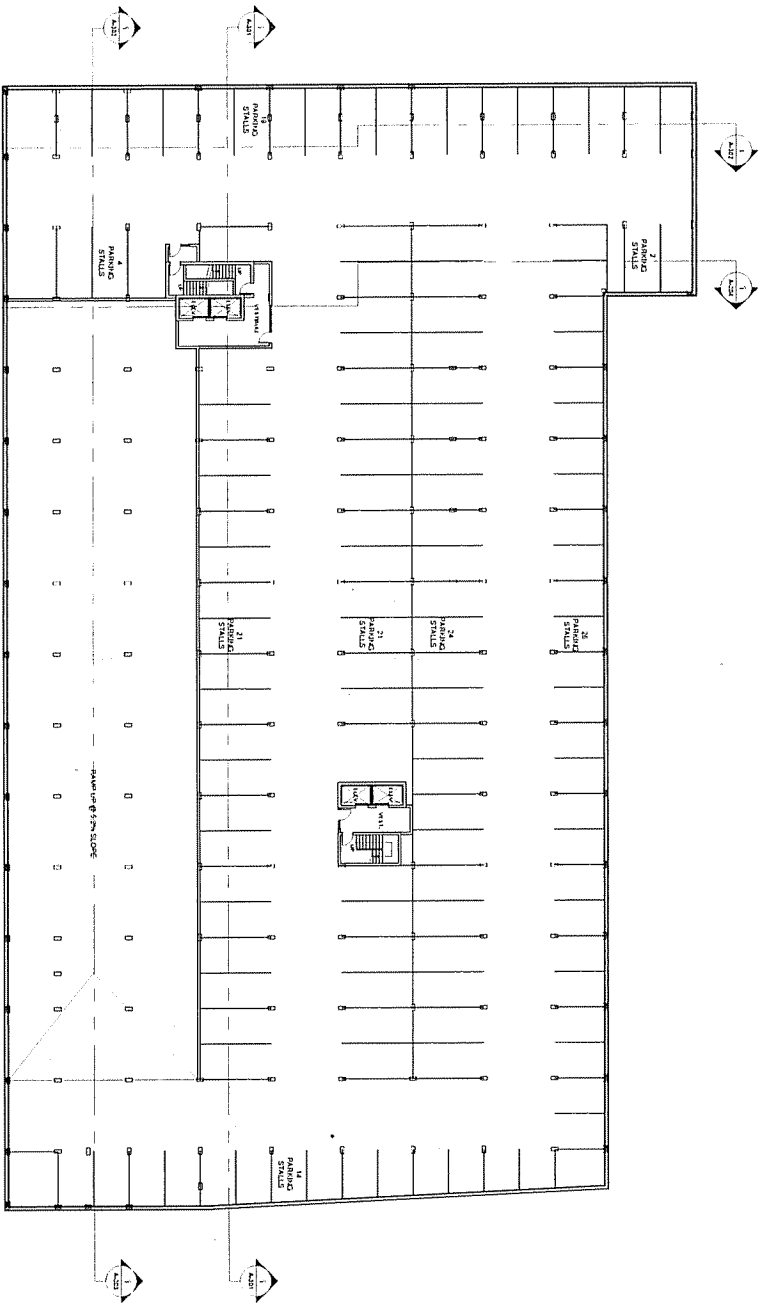
**WATERFRONT DEVELOPMENT CORPORATION  
CUNARD BLOCK  
PROJECT DATA SHEET**

FLOORS	GROSS COMMERCIAL (SQ. FT.)	GROSS RESIDENTIAL (SQ. FT.)	LIVE/WORK	1 BEDROOM	1 BEDROOM + DEN	2 BEDROOMS	2 BEDROOMS + DEN	3 BEDROOMS + DEN
1	11,650	0	0	0	0	0	0	0
2	2,212	31,910	12	2	2	2	7	1
3	0	33,241	0	11	9	2	6	1
4	0	34,717	0	3	12	3	5	4
5	0	27,810	0	8	6	7	4	1
6	0	27,405	0	9	5	7	5	0
7	0	27,405	0	9	5	7	5	0
8	0	27,405	0	9	5	7	5	0
9	0	27,405	0	9	5	7	5	0
10	0	18,572	0	6	3	5	3	0
11	0	17,125	0	9	0	4	2	1
12	0	10,025	0	4	0	2	1	2
13	0	8,700	0	4	1	3	1	0
14	0	8,700	0	4	1	3	1	0
15	0	8,700	0	4	1	3	1	0
16	0	8,700	0	4	1	3	1	0
17	0	6,902	0	1	1	2	2	0
<b>TOTALS</b>	<b>13,862</b>	<b>324,722</b>	<b>12</b>	<b>96</b>	<b>57</b>	<b>67</b>	<b>54</b>	<b>10</b>
<b>UNIT COUNT</b>		<b>296</b>						

BICYCLE PARKING	
CLASS 'A'	118
CLASS 'B'	30

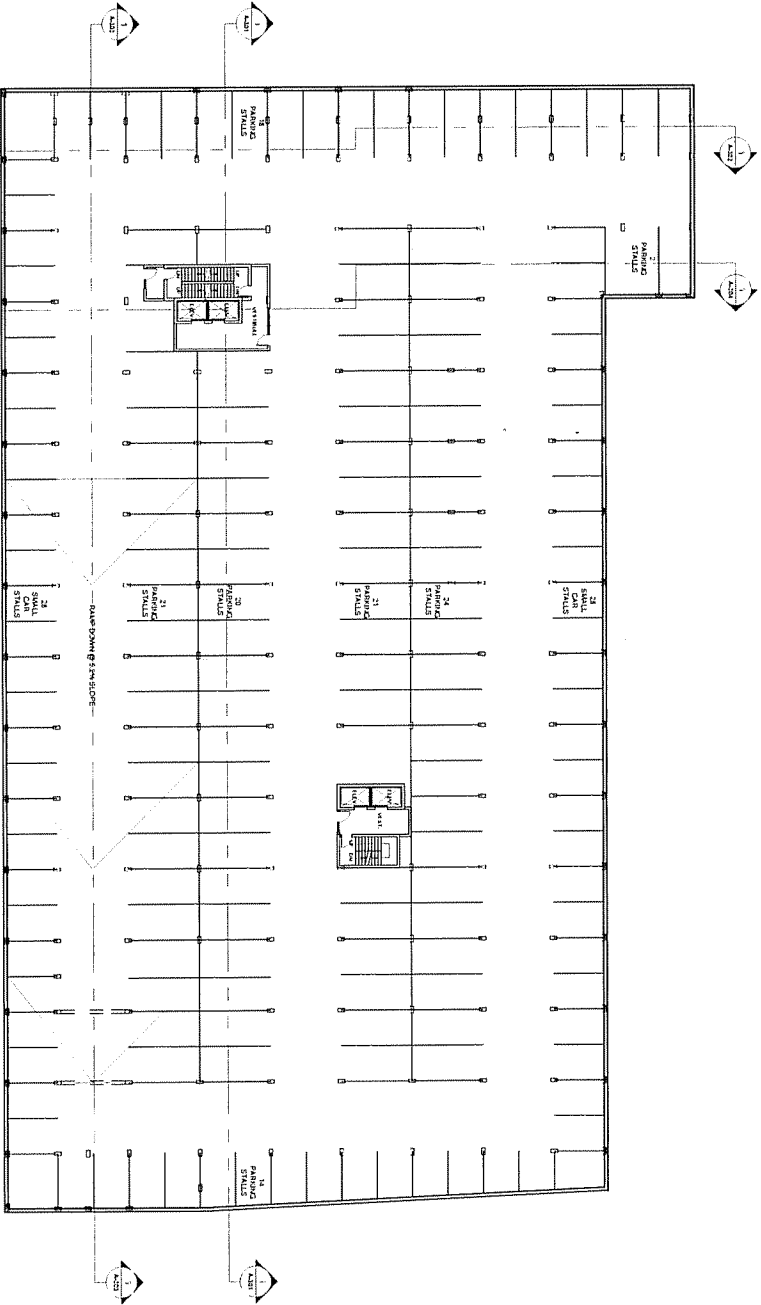
PARKING COUNTS	
LEVEL 1	131
LEVEL 2	176
LEVEL 3	176
MAIN LEVEL	69
<b>TOTAL</b>	<b>552</b>

# Architectural Drawing Set



1. PARKING GARAGE LEVEL 1

<b>Waterfront Development</b> ARCHITECTS	
PROJECT: WATERFRONT DEVELOPMENT QUINARD BLOCK 1000 QUINARD BLVD NEW YORK, NY 10001	
DRAWING TITLE: PARKING GARAGE LEVEL 1 PLAN	
SCALE: 1/8" = 1'-0" DATE: 10/15/10 DRAWN BY: J. SMITH CHECKED BY: M. JONES	PROJECT NO: A-102 SHEET NO: 1 OF 1



PLAN/PARKADE LEVEL 23  
 1:500

**Waterfront Development**

REVISIONS

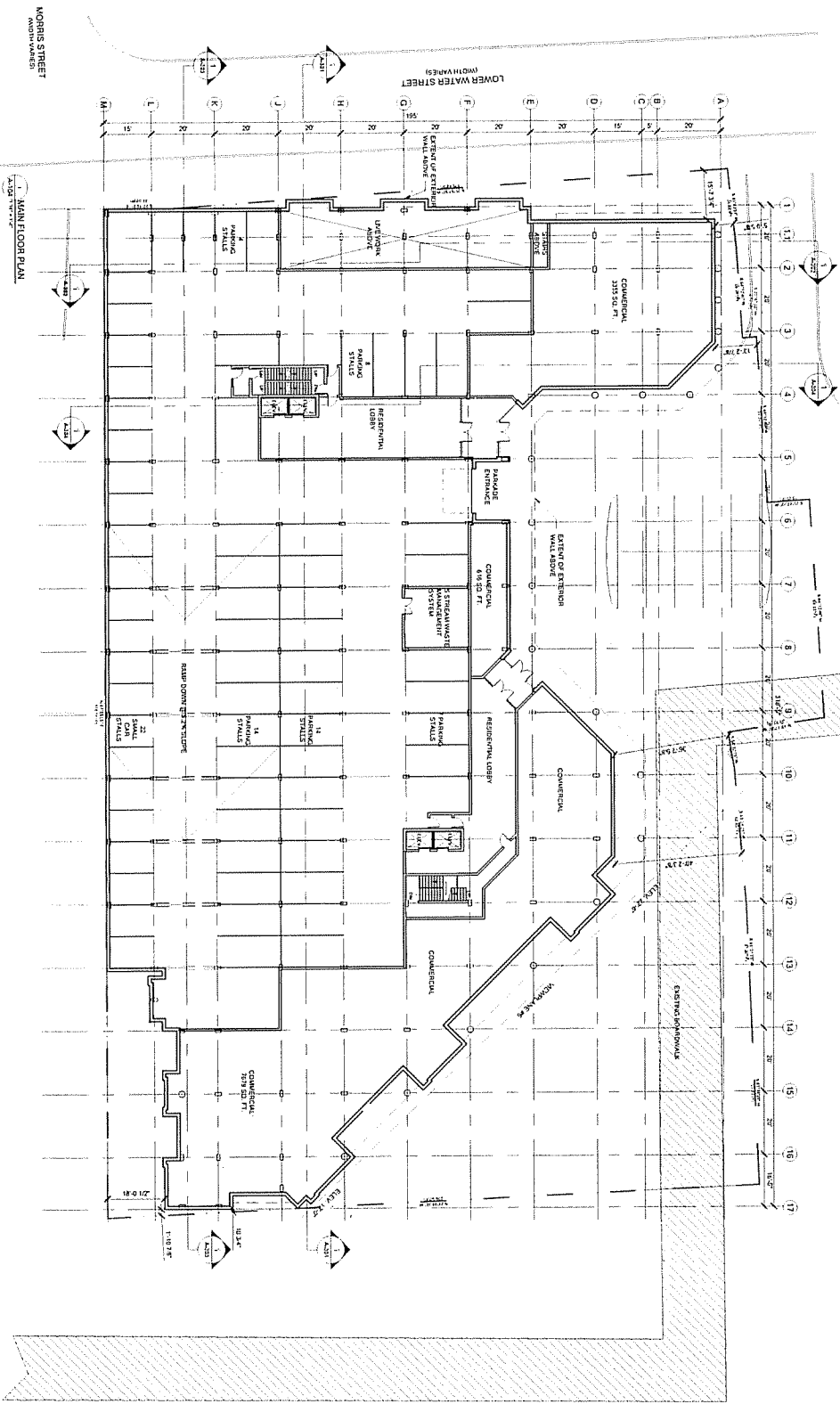
NO.	DATE	DESCRIPTION

**ICM:EL**  
 01118  
 1:500

**WATERFRONT DEVELOPMENT CUNARD BLOCK**  
 PARKADE LEVELS 2-3  
 PLAN

DATE	25 JUN 2015
BY	MARK MANNING
CHECKED BY	MARK MANNING
SCALE	1:500

**A-103**



1. MAIN FLOOR PLAN  
AS SHOWN

REVISIONS	
NO.	DESCRIPTION

DATE: 05/21/12  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO.: [Number]

1. MAIN FLOOR PLAN  
 DATE: 05/21/12  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

**WATERFRONT DEVELOPMENT CUNARD BLOCK**

1. MAIN FLOOR PLAN

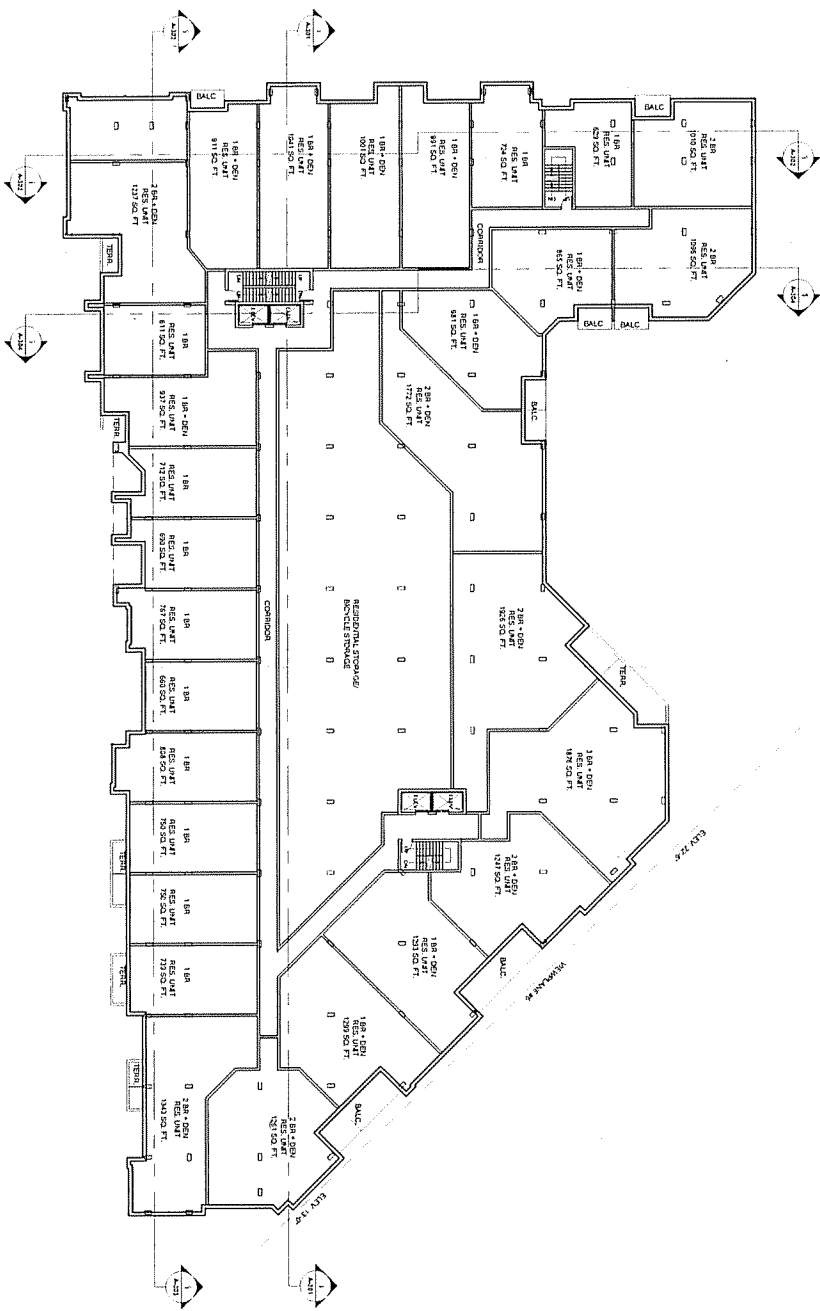
DATE: 05/21/12

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CHECKED BY: [Name]

PROJECT NO.: [Number]





PLAN LEVEL 3

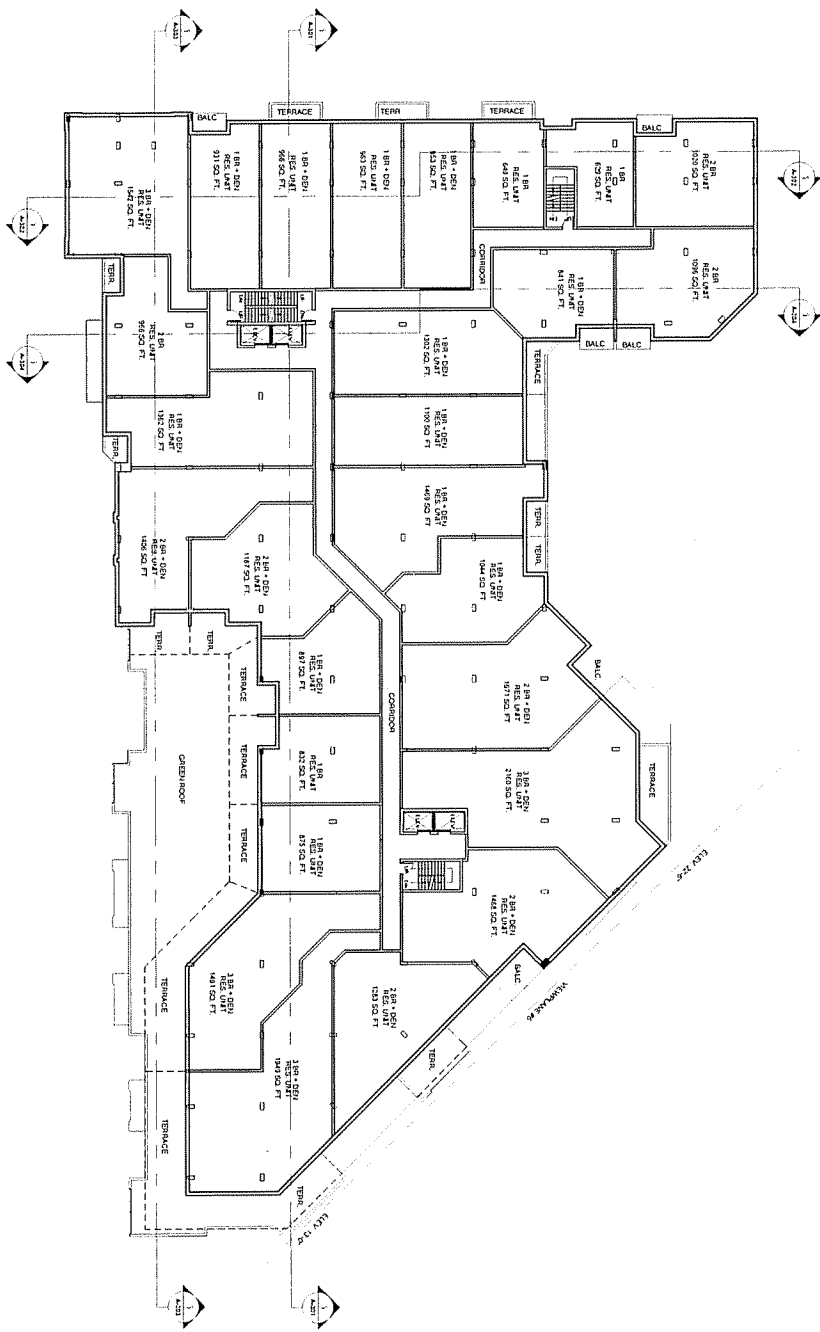
**Waterfront Development**

NO.	REVISION	DATE	BY	CHKD.

PLAN LEVEL 3

**WATERFRONT DEVELOPMENT**  
**CUNARD BLOCK**  
 1000 WATERFRONT AVENUE  
 NEW YORK, NY 10024

DATE: 06/06/2013	SCALE: 1/8" = 1'-0"
<b>A-106</b>	



PLAN LEVEL 4



NO.	REVISIONS	DATE

**ARCHITECT**  
 K-H-E-T  
 ARCHITECTS  
 1000 N. W. 10TH AVENUE  
 MIAMI, FLORIDA 33136  
 (305) 575-1111  
 WWW.KHETARCHITECTS.COM

**PROJECT**  
 WATERFRONT  
 DEVELOPMENT  
 CUNARD BLOCK  
 MIAMI, FLORIDA  
 1000 N. W. 10TH AVENUE

**PLAN LEVEL 4**  
**A-107**  
 DATE: 10/12/17  
 DRAWN BY: JAM/2018  
 CHECKED BY: JAM/2018





















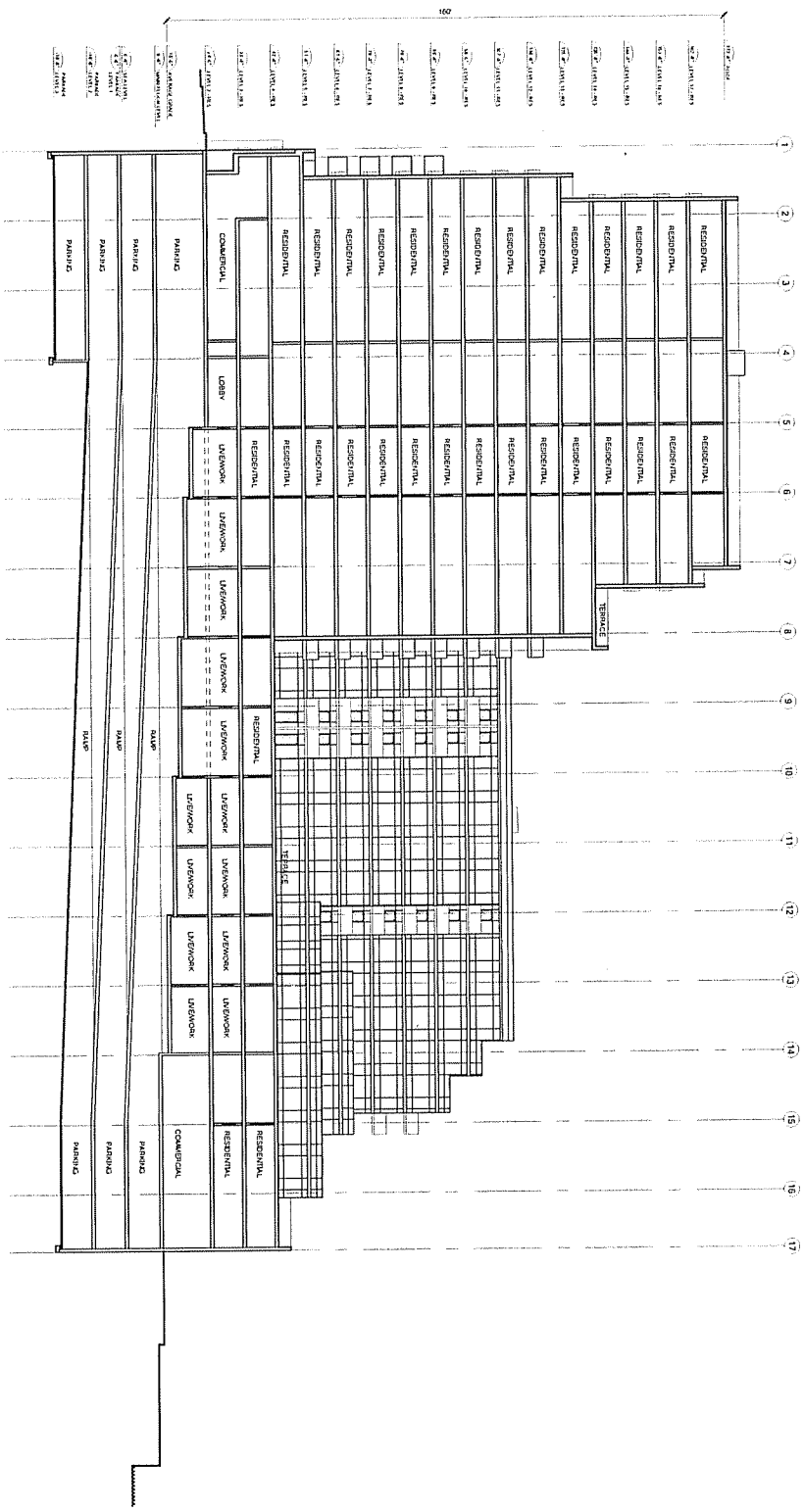












SECTION  
101 102

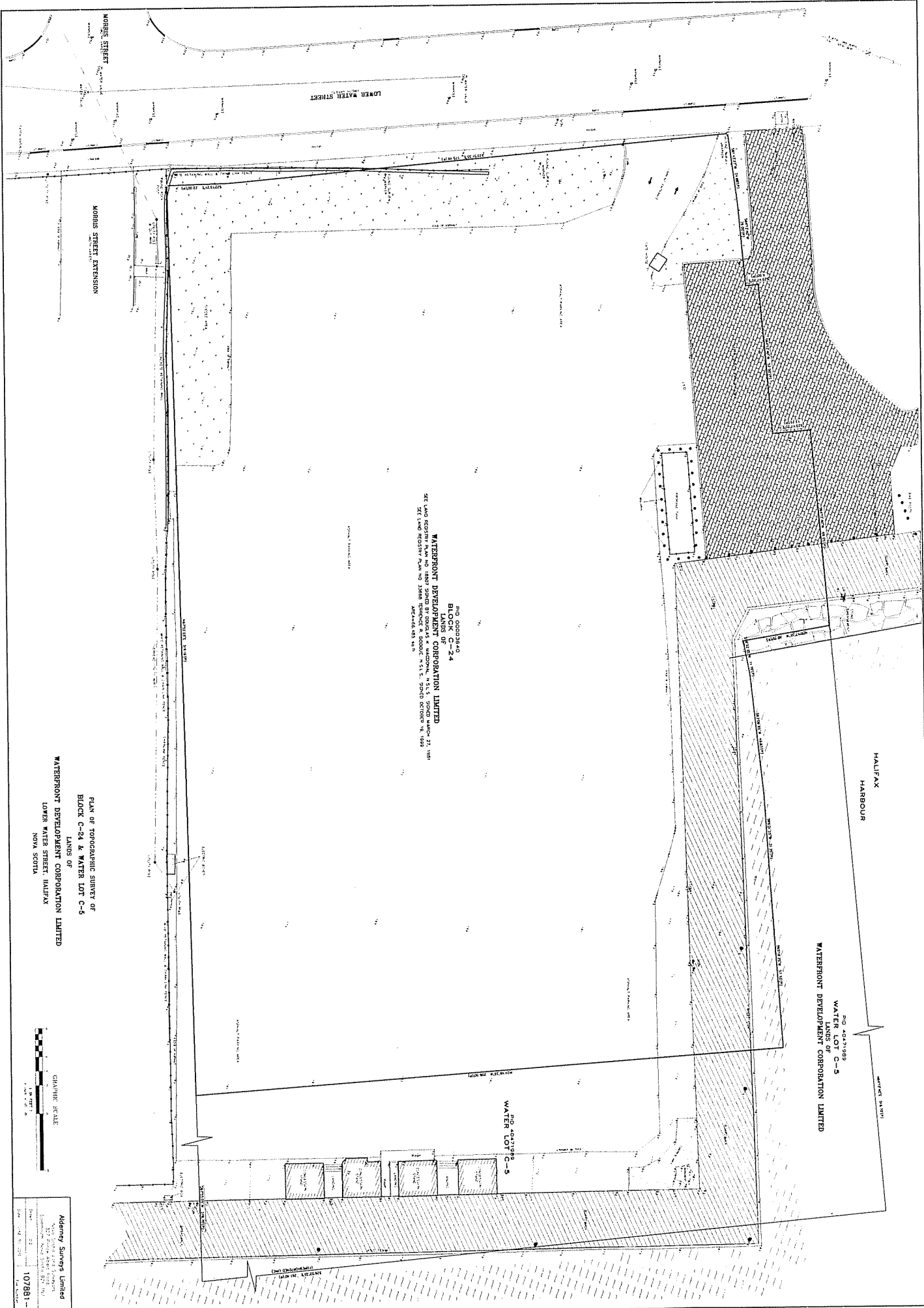
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<b>ICM - E.U.</b> ARCHITECT 1000 BAYVIEW AVENUE SUITE 1000 OAKVILLE, ONTARIO L6M 3K1 TEL: 905.841.1234 FAX: 905.841.1235 WWW.ICMARCHITECTURE.COM	
<b>WATERFRONT DEVELOPMENT</b> CUNARD BLOCK 1000 BAYVIEW AVENUE OAKVILLE, ONTARIO L6M 3K1 TEL: 905.841.1234 FAX: 905.841.1235 WWW.WATERFRONTDEVELOPMENT.COM	
DATE: 10/20/12 DRAWN BY: JLF CHECKED BY: JLF SCALE: AS SHOWN	<b>A-303</b> SECTION







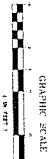
Property Survey



R/O CORONADO  
BLOCK C-4  
LANDS OF  
WATERFRONT DEVELOPMENT CORPORATION LIMITED  
211 WATER STREET, HALIFAX, N.S. B3H 2Y2  
NOVA SCOTIA

HALIFAX HARBOUR  
R/O ADDRESS  
WATER LOTS C-4 & C-5  
WATERFRONT DEVELOPMENT CORPORATION LIMITED

PLAN OF TOPOGRAPHIC SURVEY OF  
BLOCK C-24 & WATER LOT C-5  
LANDS OF  
WATERFRONT DEVELOPMENT CORPORATION LIMITED  
LOWER WATER STREET, HALIFAX  
NOVA SCOTIA



Agency Survey Limited  
117 Water Street, Halifax, NS  
B3H 2Y2  
107881-1