

# HALIFAX

## Case 22867: Stage 2 Development Agreement 16 Kings Wharf Place, Dartmouth

Harbour East – Marine Drive Community Council  
November 4, 2021

Jamy-Ellen Klenavic, MCIP LPP

# Applicant Proposal

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**Applicant:** The Anchorage at Dartmouth Cove Property Development Incorporated, on behalf of property owner King's Wharf Partnership Group Incorporated;

**Location:** 16 Kings Wharf Place, Dartmouth ("Lot E");

- Lot E abuts CN Rail Line and Kings Wharf Place;

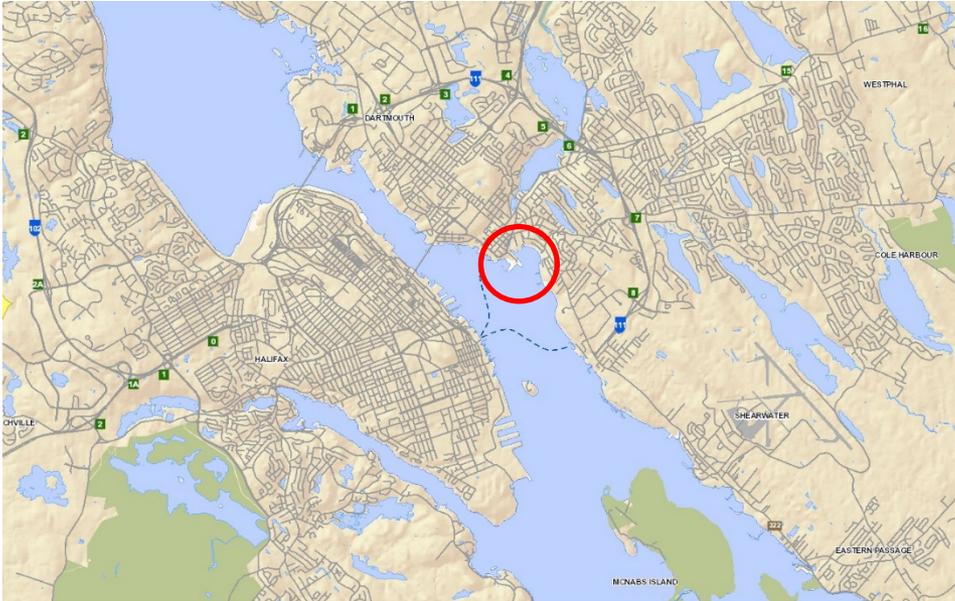
**Proposal:** Enter into a Stage 2 Development Agreement to allow a 27-storey mixed-use building with an internal courtyard;

**Background:** Secondary Planning Strategy requires two-step DA process

- HEMDCC approved Stage 1 Development Agreement in February 2020:
- 4 apartment buildings already complete and occupied on the Kings Wharf site are not controlled by the 2020 Stage 1 DA;
- Proposed Stage 2 Agreement would apply only to Lot E at 16 Kings Wharf Place, Dartmouth;

# Site Context

## 16 Kings Wharf Place, Dartmouth



General site location in red



Approximate Lot E boundaries in red

# Site Context



Photo Credit: Kings Wharf Facebook Page

# Planning Policy

## Downtown Dartmouth Secondary Planning Strategy\*

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**Zone**

**Downtown (D)**



**Designation**

**Downtown (D)**



**Existing Use**

**Vacant**



**Enabling Policy**

**W-9 (Dartmouth SPS)**

\*The site is in the Centre Plan Area but Centre Plan Policy 3.9 directs Council to apply SPS Policies that were in effect prior to Centre Plan

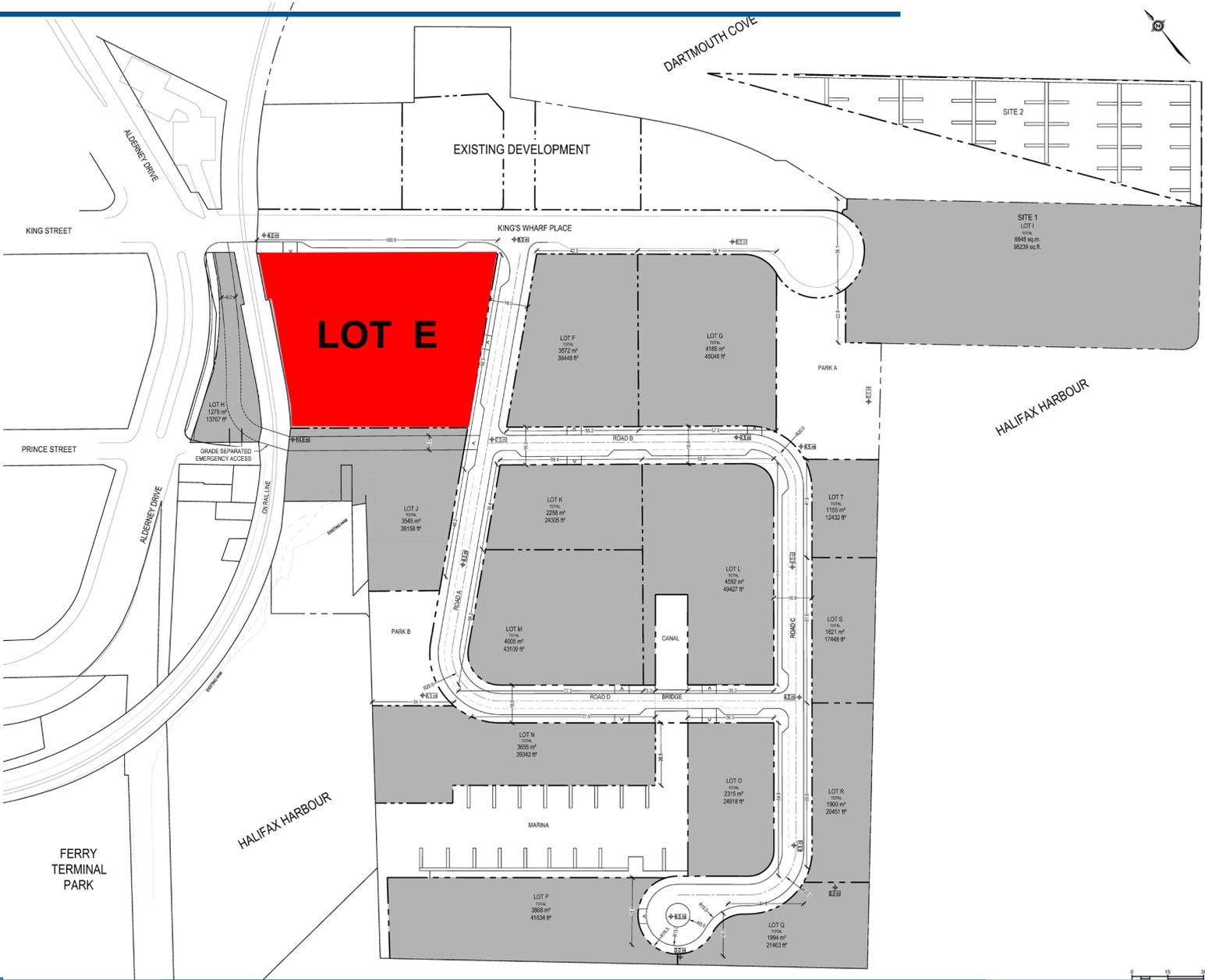
# Existing Stage 1 Development Agreement

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Harbour East Marine Drive Community Council approved a new Stage 1 development agreement on February 6, 2020. It permits:

- Up to 1,146 new dwelling units;
- 27,421 square meters of commercial uses;
- Four new public streets;
- Two marinas; and
- Park and open space uses;
- 2020 Stage 1 DA permits 16 new buildings on individual lots, ranging in height from 12 to 120 metres;
- A grade separated emergency vehicle access required prior to occupancy of any new buildings;

# Existing Stage 1 Development Agreement



# Proposal

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- 27-storey mixed-use tower connected underground to a 4-storey structure;
  - Stage 1 DA allows maximum 82.5 metres on Lot E;
- Fronts Kings Wharf Place and a new public street (“Road A”);
- Commercial uses facing Kings Wharf Place, Road A and the internal public courtyard;
  - Stage 1 DA requires Pedestrian Oriented Commercial Uses;
  - Pedestrian connections from Kings Wharf Place and Road A into the courtyard;
- Vehicle access to underground parking from Kings Wharf Place;
- Internal courtyard with publicly accessible outdoor amenity;
- Public easement abutting CN Rail Line to enable a future AT connection to Ferry Terminal Park;

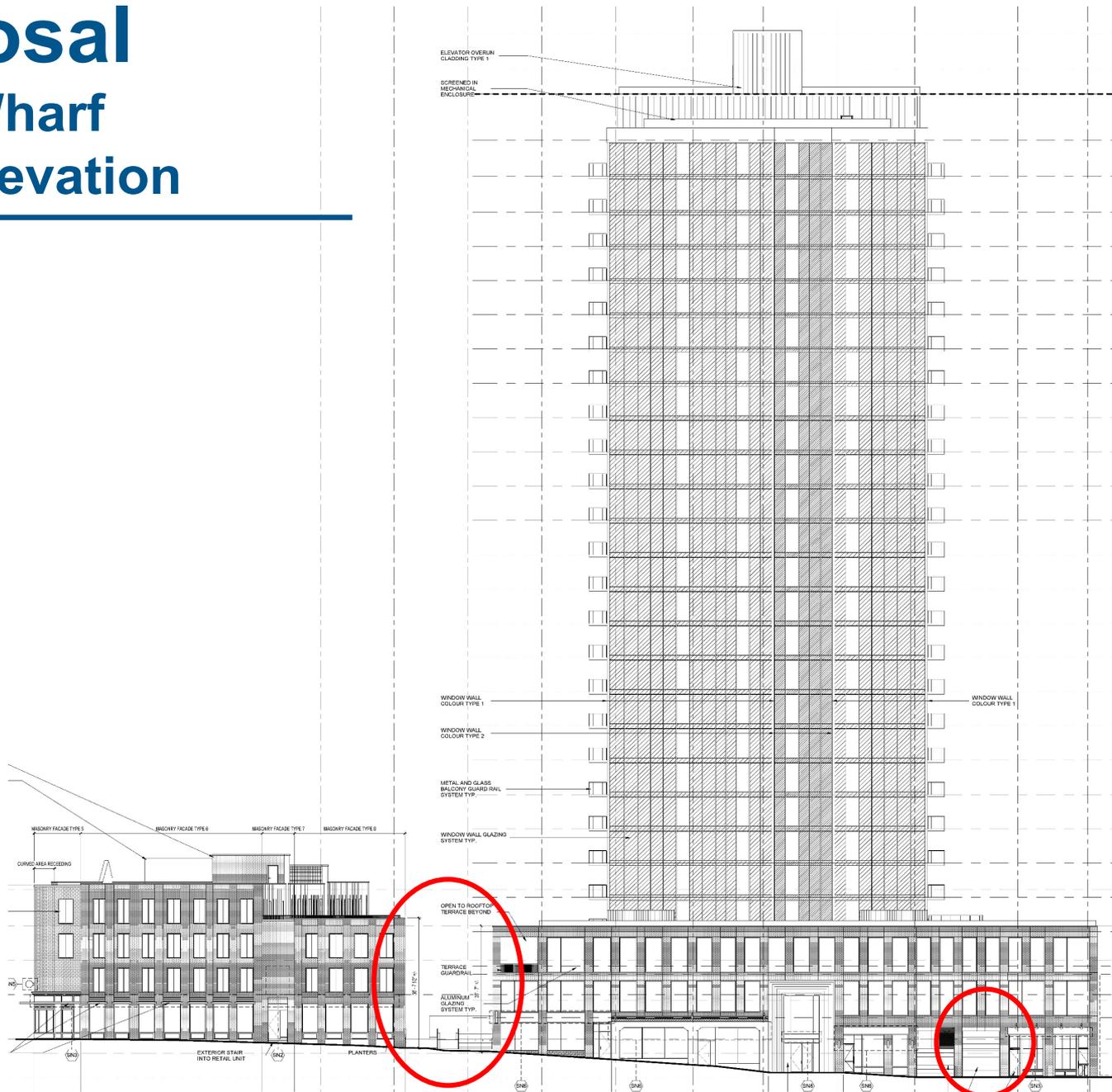
# Proposal



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# Proposal

## Kings Wharf Place Elevation



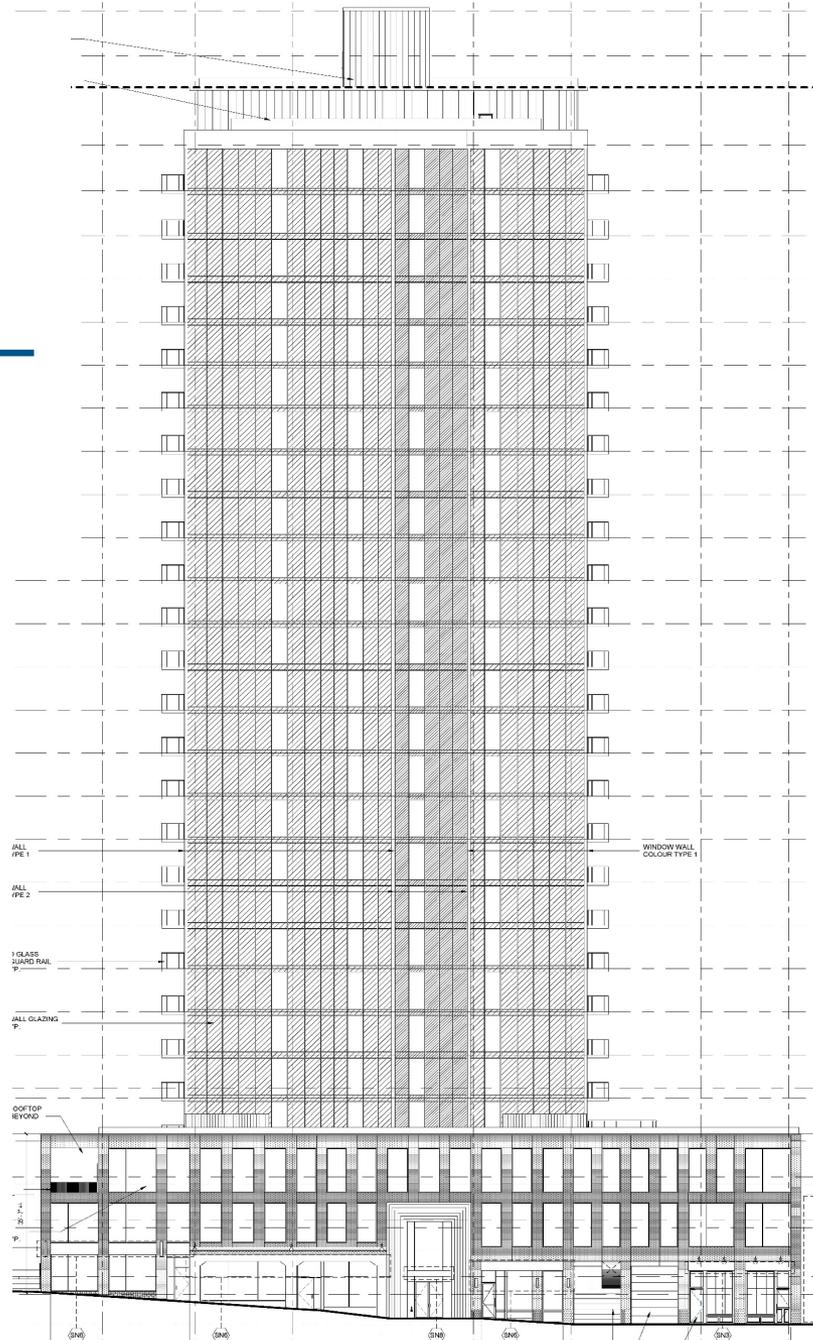
# Proposal

## Kings Wharf Place

### Elevation

#### (Tower Only)

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# Proposal

## Kings Wharf Place Elevation – Four-Storey Only



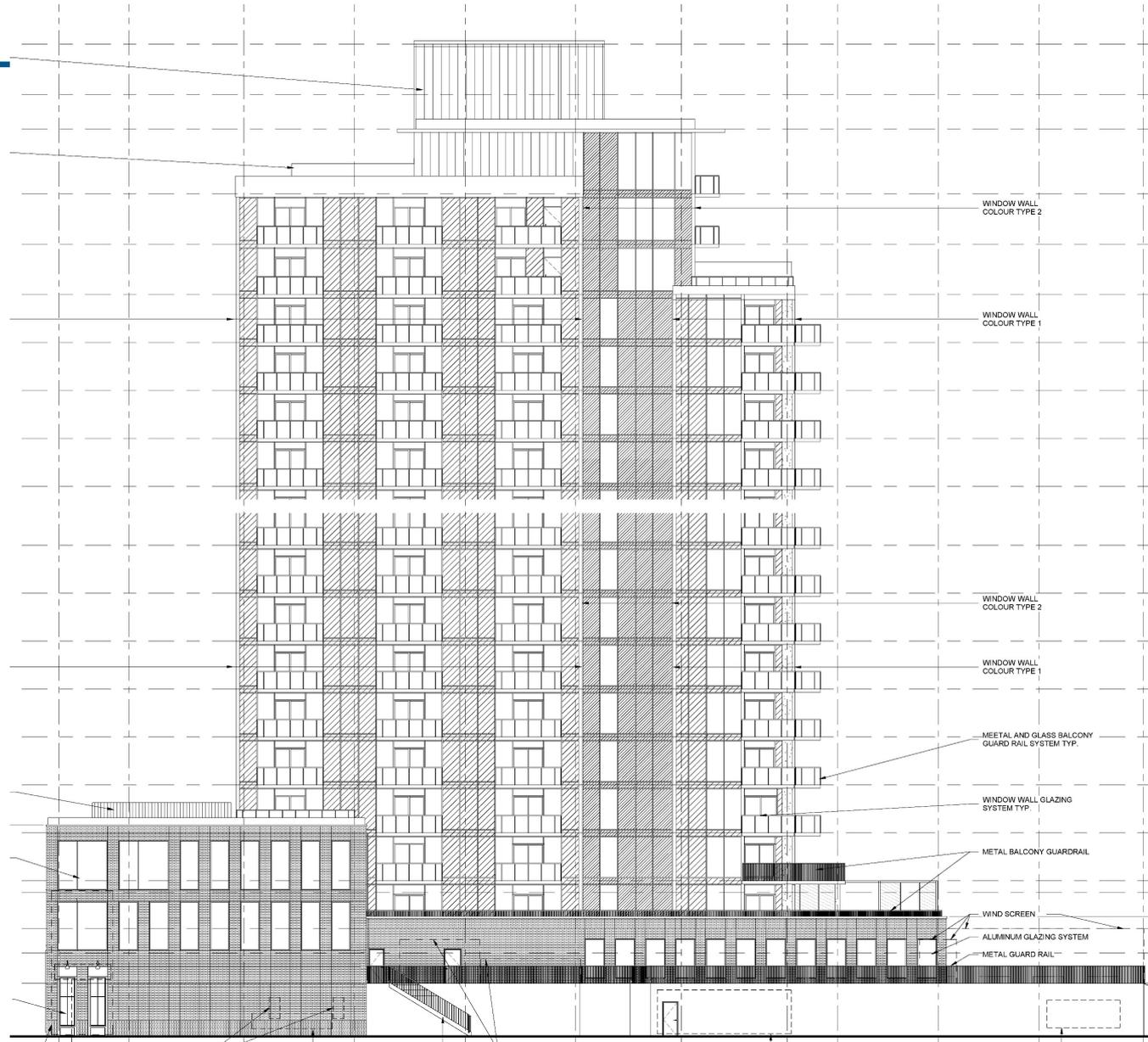
# Proposal

## Road A Elevation



# Proposal

## Railway Elevation



# Proposal – Landscaping Plan



# Policy Considerations

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Downtown Dartmouth Secondary Planning Strategy Policies W-9 and W-9B enumerate the criteria for evaluating the application. The criteria most relevant to this Stage 2 DA are as follows:

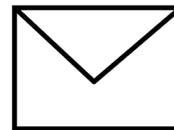
- The development shall consist of a mix of land uses, with residential uses that contain a mix of unit types;
- High quality of urban design is encouraged;
- Buildings should be designed to create public spaces, and appropriate consideration should be given to weather protection for pedestrians;
- Where parking is needed it should be situated below finished grade or enclosed within the core of a building;
- Microclimate issues such as wind, solar orientation, and shadowing should be considered;
- Pedestrian street level activity shall be encouraged in all development;
- Proposals should respect that the waterfront is primarily a pedestrian precinct, and pedestrian circulation should be an important consideration;
  - Buildings should be designed to create attractive and functional public spaces and pedestrian routes.
  - Active ground level uses shall be encouraged adjacent to public access points and public open spaces.
- Public art should be provided;
- Architectural details shall be provided to provide visual interest both in the upper stories, and at pedestrian level.

# Public Engagement Feedback

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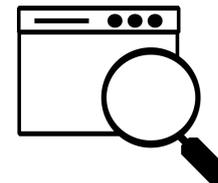
- Level of engagement completed was consultation achieved through providing information and seeking comments through the HRM website, signage posted on the subject site, and mailed fact sheets;
- Feedback from the community generally included the following:
  - Concern regarding public safety if additional dwelling units are permitted prior to a grade-separated emergency vehicle access into the site being complete; and
  - Concern regarding traffic on Kings Wharf Place relating to vehicles queueing to wait for passing trains.

**Notifications  
Mailed**



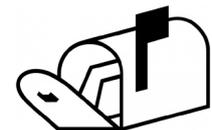
601

**Webpage  
Views**



1110

**Letters/Emails  
Received**



12

# Microclimate - Wind Mitigation

- Stage 1 DA required a quantitative wind study, using a wind tunnel;  
→ Wind Report is attached to the staff report for reference;
- Safety criterion:

***“The safety criteria states that the gust wind speed must not exceed 25m/s for more than 0.1% of the time from any given wind direction.”***  
***(Page 23 of the Wind Report)***

- Standard used by the wind expert:

***“...treatments have been recommended for any area which was exposed to strong winds that exceeded the safety criterion and was worse than the existing conditions”*** (Page 1 of the Wind Report);

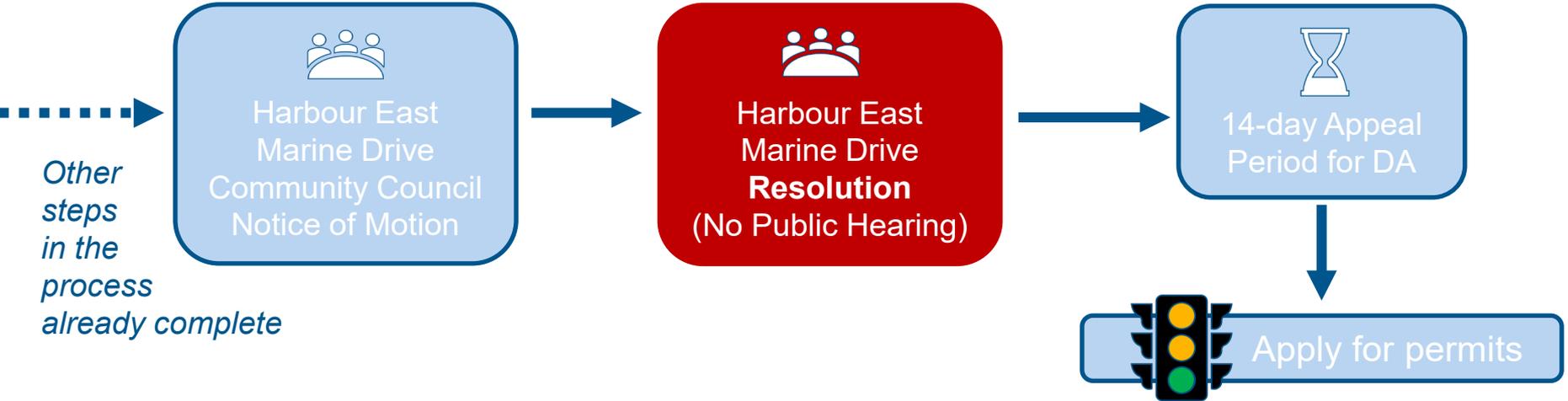
- Wind treatments proposed to mitigate wind: wind conditions in some locations on the subject site would continue to exceed the safety criterion, despite proposed wind interventions;  
→ The proposed development would not make the existing wind conditions worse in any location;

# Summary: Key Aspects of Proposed Development Agreement

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- Maximum height: 82.5 metres plus some permitted overruns;
- Maximum streetwalls:
  - Kings Wharf Place: 22 metres (tower) and 16 metres (commercial side);
  - Road A: 15 metres;
- Bicycle parking in accordance with the Land Use By-law for the Regional Centre;
- Landscaping, including rooftop landscaping;
- Both street frontages are pedestrian oriented commercial streets, with a pedestrian-focused list of permitted uses to animate the streetscape;
- Indoor and outdoor amenity space;
- Wind interventions; and
- Provisions requiring that the grade separated emergency vehicle access be operational prior to Occupancy Permit issuance.

# If Council approves the resolution...



*Other steps in the process already complete*

# Staff Recommendation

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Staff recommend that Harbour East – Marine Drive Community Council:

1. Approve the proposed Stage 2 Development Agreement as set out in Attachment A of the staff report dated September 21, 2021

**HALIFAX**

**Thank You**

# Wind Mitigation

- Wind Speed Magnitude from Directions Exceeding Criteria
- Wind Speed Magnitude from Directions Satisfying Criteria
- Passing Safety Limit and Comfort Criteria
- Failing Safety Limit
- Failing Comfort Criteria
- Failing Safety Limit and Comfort Criteria

Figure 6: Wind Tunnel Results (Summer) – Parking Level 0 and Level 1 Plan  
 Proposed Site Conditions (results shown without treatments applied)



# Wind Mitigation

- Wind Speed Magnitude from Directions Exceeding Criteria
- Wind Speed Magnitude from Directions Satisfying Criteria
- Passing Safety Limit and Comfort Criteria
- Failing Safety Limit
- Failing Comfort Criteria
- Failing Safety Limit and Comfort Criteria

Figure 8: Wind Tunnel Results (**Winter**)  
 – Parking Level 0 and Level 1 Plan  
 Proposed Site Conditions (results shown without treatments applied)



# Wind Mitigation

- Wind Speed Magnitude from Directions Exceeding Criteria
- Wind Speed Magnitude from Directions Satisfying Criteria
- Passing Safety Limit and Comfort Criteria
- Failing Safety Limit
- Failing Comfort Criteria
- ● Failing Safety Limit and Comfort Criteria

Figure C.1.A: Details of Tested Treatments Proposed Scenario Results (**Summer**)

Note: Points with no data already meet the safety limit, are similar to existing or involve an alternative solution involving the future development



# Wind Mitigation

- Wind Speed Magnitude from Directions Exceeding Criteria
- Wind Speed Magnitude from Directions Satisfying Criteria
- Passing Safety Limit and Comfort Criteria
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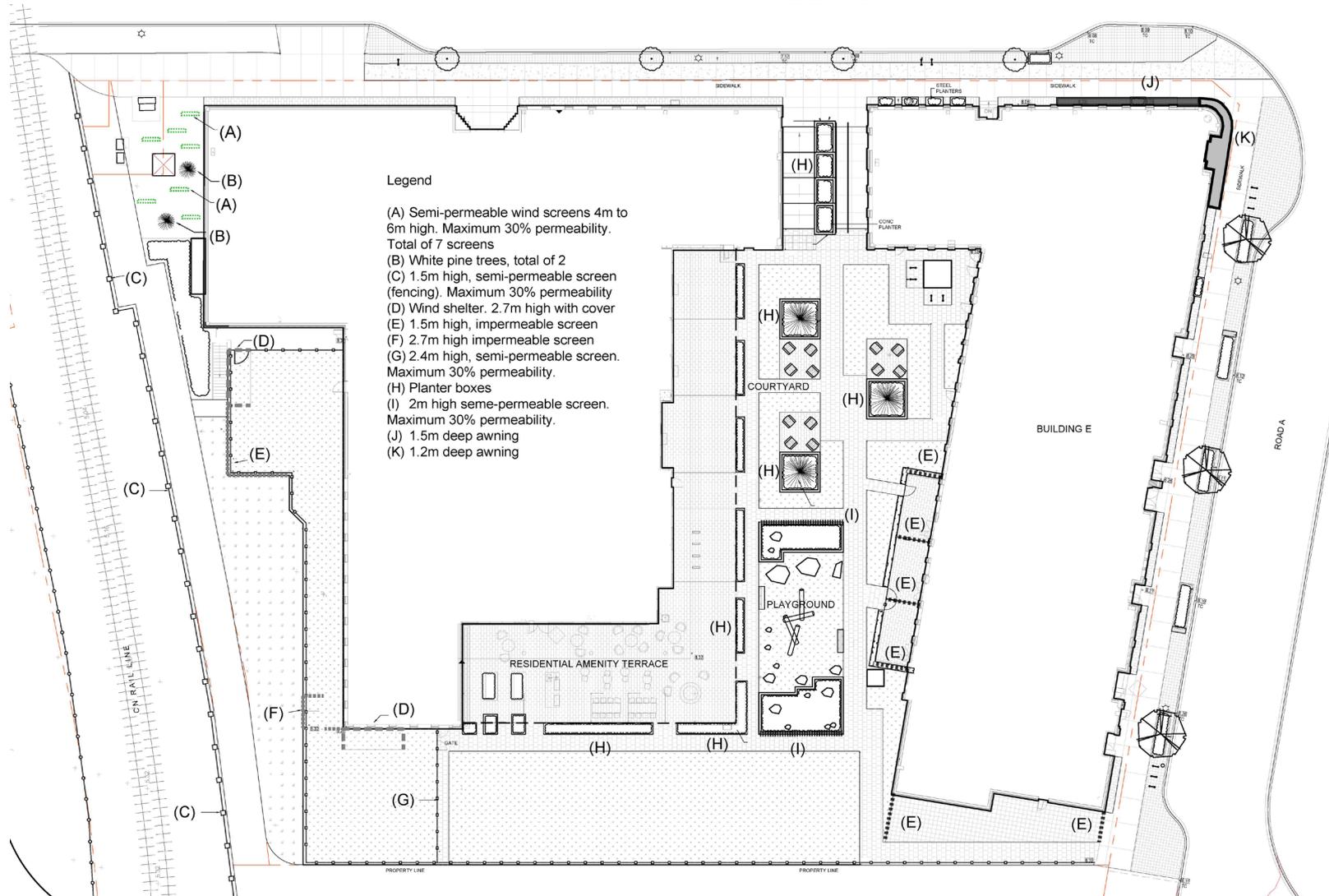
Figure C.1.B: Details of Tested Treatments Proposed Scenario Results (**Winter**)

Note: Points with no data already meet the safety limit, are similar to existing or involve an alternative solution involving the future development



# Wind Mitigation

## Required by Proposed Stage 2



# Wind Mitigation

## Required by Proposed Stage 2

3.2.2 Prior to the issuance of a **Development Permit** for any development on the Lands, the Developer shall provide the following to the Development Officer:

- (a) A cumulative residential unit and commercial floor space tracking chart for the Remaining Kings Wharf Development Site;
- (b) A Detailed Landscaping Plan in accordance with Section 3.9 of this Agreement;
- (c) A Detailed Lighting Plan in accordance with Section 3.8 of this Agreement;
- (d) Written confirmation from a Professional Structural Engineer that all landscape areas designed to be installed upon any portion on any rooftop level of the building are able to support any required drainage or additional weight caused by the landscaped area, in accordance with Section 3.9.8 of this Agreement; and
- (e) Written confirmation of a registered easement in favour of the Municipality over the right of way shown on Schedule D of this Agreement that permits public pedestrian and cyclist access.

3.2.3 Prior to the issuance of a **Building Permit** for any development on the Lands, the Developer shall provide to the following to the Development Officer:

- (a) The design for the grade separated emergency access shown in Schedule B of the Existing Stage 1 Agreement. The design shall be signed and stamped by a Professional Engineer; and
- (b) Written confirmation provided by CN Rail confirming that they have approved the location and design of the grade separated emergency access referenced in Section 3.2.3 (a) of this Agreement.

3.2.4 Prior to the issuance of the first **Occupancy Permit** for the Building on the Lands, the Developer shall provide the following to the Development Officer:

- (a) Written confirmation from the Municipality's Development Engineer that the required grade separated emergency vehicle access is deemed complete and operational.
- (b) Written confirmation from a Professional Engineer that all required wind interventions shown in Schedule N have been installed in a safe manner capable of withstanding any wind or other weather interactions expected on the Lands.
- (c) Written confirmation from a Landscape Architect of compliance with the detailed Landscape Plan required pursuant to Section 3.9 of this Agreement, or the posting of security in accordance with Section 3.9.7 of this Agreement;
- (d) Written confirmation from the Municipality's Development Engineer confirming compliance with Sections 3.10.2 and 4.2 of this Agreement; and
- (e) Written confirmation of a registered easement in favour of the Municipality over the required grade separated emergency vehicle access that permits public pedestrian and emergency vehicle access.