

PROJECT BRIEF

PROPOSED BY

WM FARES
ARCHITECTS

PURPOSE OF SUBMISSION

W M Fares Architects wishes to make an application for a site specific plan amendment to extend the mixed use designation and zone to the front portion of the subject property to permit a multiunit residential building on a parcel of land consisting of 29 McFatridge Road and 3844, 3838, and 3834 Joseph Howe Drive.

EXISTING PLANNING DESIGNATIONS & ZONING

The subject property is a through lot spanning from McFatridge Road to Joseph Howe Drive. It has commercial and medium density designations under the Fairview Secondary Planning Strategy. The zoning is C2C and R-2P under the Mainland Land Use Bylaw. This property currently is home to the Our Lady of Lebanon Parish church which plans to relocate to a new building on Dunbrack Street in 2018.

The site is a prominent point at the terminus of Joseph Howe Drive. The closure of the existing church in addition to recent planning changes under the Dutch Village Road Plan warrants site specific planning consideration.

SITE AND NEIGHBOURHOOD COMPATIBILITY

The subject site is comprised of five properties including a vacant lot and three 2-storey houses on Joseph Howe Drive, and the Our Lady of Lebanon Parish church which spans from Joseph Howe Drive to McFatridge Road. The church is closer to the McFatridge end of the property, with parking lots on both ends. On the Joseph Howe side, the Fairview Overpass is next to the property. Nearby properties on Joseph Howe include a 4-storey office building and an office/warehouse across the street, and 2-storey houses and apartment buildings along Joseph Howe. On the McFatridge side there is a mix of 2-storey houses and low-rise apartment buildings including a 5-storey building to the south and a 4-storey building to the north. The larger context includes the Fairview Cove container terminal to the north, the Atlantic Superstore and its gas station and parking lot to the south, warehouses and small strip malls on Joseph Howe, and detached houses and low-rise multiunit buildings on McFatridge and nearby Main Ave.

PROJECT DESCRIPTION + DESIGN STRATEGIES

The proposed 7-storey multiunit building on Joseph Howe Drive uses the new C-2C zoning guidelines as a basis for its design, incorporating a 4-storey streetwall with three distinct brick modules, materially reminiscent of brick facades recurring throughout the neighbourhood. Above the street wall is a mix of curtain wall, laminate panels, and vertical steel cladding. While

the curtain wall and panels tie the exterior to newer buildings along Joseph Howe, the vertical steel cladding ties the building to the warehouses found along the street.

The building transitions from 7 storeys at the north extreme next to the overpass, down to the 4-storey streetwall at the south end, near the 2-storey houses and apartment buildings. The site is a prominent point at the terminus of Joseph Howe Drive; it sees thousands of commuters pass by daily, and is visible to thousands more on the nearby Fairview Overpass. The proposed building creates a visual anchor point for the community, much as the church currently does. The transition down to 4 storeys is in respect to the lower height of nearby buildings and the height of the neighbourhood in general.

It is important to note that considering the change of circumstance due to the relocation of the institutional use, and considering that the Municipality has recently undergone a comprehensive planning change under Plan Dutch Village Road which encompasses part of the subject proposal, we are only seeking to extend the Mixed-Use designation to the lower portion of the site. The upper portion of the site will remain under the existing designation, and when redeveloped will comply with the R2P zone. Our site assessment however, indicates that we require 2 minor adjustments to the C2C zone in order to respond to physical features of the site. The first has to do with street wall step back; a reduction from 10' to 7' is necessary to respond to the curved geometry and irregular front property line. The second has to do with the maximum street wall height; an increase from 10.5 meters to 13 meters is required to respond to the 350-foot frontage along Joseph Howe Drive. The proposed building responds to this curved frontage through a well articulated street wall, divided into vertical brick modules that would create a visually interesting streetscape.

CONCLUSION:

Thank you for considering our application; we look forward to working with HRM staff, Council and the public on this exciting project.



Cesar Saleh, P.Eng.

WM Fares Architects