

# FLOW TOWERS

11-15 Canal Street, Dartmouth NS

## Project Brief + Context

The proposed development is located on an approximately 42 850 square foot property in the Dartmouth Cove area. The property fronts Canal Street and the proposed extension of Dundas Street as per Map 14 of the Regional Centre Secondary Municipal Planning Strategy (SMPS). The currently vacant project site is bordered on the north by the Dartmouth Curling Club, Canal Street on its east, on the south by Dominion Diving Limited, and to its west is the Shubenacadie Canal Trail. The site is currently surrounded by low-rise marine industrial and commercial uses, slated for change as part of the Dartmouth Cove Comprehensive Plan and SMPS.

The surrounding context bordering Dartmouth Cove is a mixed variety of neighbourhoods and building types that have begun to undergo change as part of the SMPS. To the east is the Hazelhurst neighbourhood and to the north is the Prince Albert neighbourhood, both largely composed of semi-detached or single-family homes, low-rise apartment buildings, and some mid to high-rise apartment buildings. To the west is the Downtown Business District with mostly low to mid-rise commercial development, but notably some high-rise development including an office tower and adjacent government tower on the corner of Ochterloney Street and Alderney Drive, a residential tower on the corner of Portland and Dundas Streets, and the Kings Wharf development on the waterfront to the south.

The proposed development is comprised of two separate buildings with a shared podium and intends to align with the SMPS vision for a pedestrian friendly complete community in the Dartmouth Cove plan area. Building A, which faces the Shubenacadie Canal is an 8 storey residential building with grade-related work/live units fronting the Shubenacadie Canal. Building B is a 30 storey multi-unit building on the corner of Canal Street and the Dundas Street extension, with commercial components along both streets to create a pedestrian friendly street front and to animate the proposed Canal Street Greenway. The space between the buildings has been designed as an active landscaped garden courtyard with built-in planters, pavers, and outdoor furniture to serve as green stormwater infrastructure on the site. Upon comprehensive review, the architecture and design of the proposed development intends to align with the policies and visions set out in both the SMPS and the Dartmouth Cove Comprehensive Plan.

## Project Identification

- The property is designated as a Comprehensive Development District (CDD) as per Schedule 3 of the Regional Centre Land Use By-Law.
- The property is part of the Dartmouth Cove Lands as per Map 14 of the SMPS.

- The property is situated on Precincts 1 + 2 as per Map 14 of the SMPS.
- The property is in the Waterfront Special Area as per Schedule 4 of the Regional Centre Land Use By-Law.

## Relevant Secondary Municipal Planning Strategy Policies and Design Manual Rationale

### **Objectives:**

*F1 Provide for diverse and inclusive opportunities for public engagement during the comprehensive planning process;*

*F2 Preserve and recognize significant environmental and cultural aspects and provide for a variety of open space uses;*

*F3 Comprehensively plan and develop each Future Growth Node for a mixed-use neighbourhood with a range of housing opportunities, places of employment and services where daily needs of residents can be met;*

*F4 Design a transportation network that includes transit services and facilities, prioritizes pedestrians, cyclists, and public transit over auto-oriented uses, and is connected to other communities;*

*F5 Effectively integrate new developments with surrounding neighbourhoods;*

*F6 Design and build attractive, pedestrian-oriented healthy places, which consider human scale design, food security, urban agriculture, and the use and conservation of energy;*

*F7 Design to mitigate flooding, including coastal flooding, and to manage stormwater on-site; and*

*F8 Create a safe, attractive and accessible public realm for people of all ages and abilities.*

The general objectives outlined in the SMPS are acknowledged throughout the proposal, and more specifically when referring to policies in section 3.6 of the SMPS. These objectives are articulated in section 3.6 with a design rationale to support each objective.

### **Policy 3.30**

*The Municipality shall undertake master neighbourhood planning for each Future Growth Node prior to considering a development agreement to enable the comprehensive development of the site. New or revised CDD Design Guidelines for a Future Growth Node shall consider and be reasonably consistent with the Regional Centre Urban Design Manual (Urban Design Manual) contained in Appendix 2, and the following matters:*

#### **a) the objectives of Section 3.6 of this Plan;**

The objectives identified in section 3.6 of the SMPS have been considered in the design of the proposal. The building aligns with the visions for the site and the Dartmouth Cove area to create a complete, pedestrian-oriented community that contributes to the activity and animation of spaces.

***b) the classes of uses permitted;***

All proposed uses align with the “mixed-use” program envisioned for the Dartmouth Cove Plan area. The proposal includes a diverse range of commercial and residential uses, as well as a variety of housing types that intend to enrich the surrounding context. The range of housing and proposed programs aim to generate a diversity of uses within and beyond the extents of the building, emanating into the entire Dartmouth Cove area and creating a ‘democratic’ approach that equalizes benefits for all unit types.

***f) on-site stormwater management including green stormwater infrastructure to reduce the stormwater flowing into the public stormwater system, and improve the quality of runoff through filtration;***

On-site stormwater infrastructure is designed to exist seamlessly within the articulation of the building. Landscape buffers along the west side of the proposed building, facing the Shubenacadie Canal, intend to reduce the amount of stormwater flowing into the public drainage system. Additionally, a landscaped courtyard atop the podium integrates built-in planters and benches to improve the quality of runoff.

***g) the provision of parks, open spaces and community recreation facilities that meet the objectives of this Plan;***

The proposal intends to align with all parks, open spaces and recreational facilities that are envisioned in this plan. Fronting two of the major proposed paths, the Canal Street Greenway and the Shubenacadie Canal Pathway, the proposal considers the abutting land uses that will animate these spaces and activate their pedestrian-oriented potential.

***h) the transportation network and the need for on-site transit facilities;***

The proposed building considers all street and pathways proposed as part of the SMPS and the Dartmouth Cove Comprehensive Plan, integrating them into the design. Varied setbacks along the street line provide locations for on-site transit facilities and promote the pedestrian-oriented vision for the area.

***i) the design of streets, buildings and open spaces to respond to weather patterns, mitigate potential for flooding and accommodate seasonal conditions;***

The design of streets, buildings and open spaces responds to the plan set forth by Map 14 of the SMPS and neighbourhood master plan. The proposed buildings on the site align themselves with the corresponding heights allocated in this map. These heights create areas of enclosure and promote use of the Canal Street Greenway, while channeling pedestrian traffic to this organizing element. Open spaces are designed to mitigate flooding potential and provide stormwater infrastructure that is visually appealing.

***j) the layout of public streets with a block pattern that supports transit and connects to the surrounding community, Centres, the Downtown, and other key destination areas;***

The proposal aligns its intentions with all identified streets and pathways illustrated in Map 14 of the SMPS to support transit and connect the Dartmouth Cove area to surrounding communities, centres and other key destinations. The proposed building maintains a pedestrian-oriented focus for the site and immediate surroundings.

***k) the provision of a mix of uses;***

The proposed building intends to satisfy programmatic uses envisioned as part of the SMPS and Dartmouth Cove Comprehensive Plan. Commercial uses are strategically located to animate the Canal Street Greenway, Shubenacadie Canal, and activate pedestrian access to Canal Street.

***l) encouraging the use of buffers, building design, and landscape design to mitigate negative air quality impacts to building users and residents, particularly in areas near highways, regional truck routes, high traffic streets and other sources of air pollution;***

The proposal considers landscape buffers and building orientation as a means of mitigating negative air quality impacts to both residents and surrounding developments. Buffers along the west façade of the building create an extension of the proposed canal pathway, while the building orients itself toward the street.

***n) setting maximum building floor areas ratios and maximum heights for the entire or a portion of the site that may differ from those illustrated on Map 3 of this Plan and Schedule 7 of the Land Use By-law;***

The proposal aligns itself with the maximum building heights outlined in Map 14 of the SMPS and maps contained in the Dartmouth Cove Comprehensive Plan. These building heights are established to enhance the pedestrian-oriented vision for the area, providing safe and satisfying recreational spaces for residents to enjoy. The proposed heights aim to create a sense of enclosure and mitigate poor weather impacts on site.

***o) the location and built form regulations under the Land Use By-law particularly with respect to streetwalls and maximum building dimensions;***

The proposed building considers the application of the Land Use By-Law, except where these sections differ from the SMPS and Dartmouth Cove Comprehensive Plan. To align with the intentions of the SMPS and Comprehensive Plan, the regulations of these documents take priority over the Regional Centre Land Use By-Law when massing the proposed development.

***q) urban design that supports pedestrian environments;***

The proposal considers all aspects of the SMPS and Comprehensive Plan that outline the visions regarding the pedestrian-oriented nature of the site. These considerations have led to the integration of pathways and street wall design to

animate proposed open spaces and activate the pedestrian-oriented potential of the Dartmouth Cove area.

**r) *respect the Downtown Dartmouth View Corridors as shown on Map 9 of this Plan, and as more specifically defined in the Land Use By-law;***

The proposal considers and respects all view corridors identified on Map 9 of the SMPS.

**Policy 3.32**

*The Maximum Building Height Precincts illustrated on Map 3 and Schedule 7 shall not apply to a development agreement within a CDD zone. In considering development agreement for any lands zoned CDD, Council shall consider the following:*

- a) the Urban Design Manual contained in Appendix 2 of this Plan;*
- b) the applicable site specific CDD requirements set out in Section 3.6.3 of this Plan;*
- c) all applicable policies of the Regional Plan and of this Plan;*
- d) the subdivision of land;*
- e) the phasing of infrastructure;*
- f) the proposed road network and the location of transit facilities;*
- g) the provision of open space that meets the objectives of this Plan and the requirements of Regional Subdivision By-law;*
- h) the proposed built form and land use requirements reference the appropriate zones and sections of Land Use By-law with limited variations considered as needed to meet Urban Design Manual;*
- i) the agreement may identify Pedestrian-Oriented Commercial Streets, View Corridors, and View Terminus Sites;*
- j) provisions to comply with the Pedestrian Wind Impact Assessment Protocol and Performance Standards, and the Shadow Impact Assessment Protocol and Performance Standards of the Land Use By-law;*
- k) provisions for incentive or bonus zoning;*
- l) impacts to Municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure; and*
- m) the agreement to enable the agreement to be discharged when all terms and obligations are fulfilled*

**3.6.3.4 DARTMOUTH COVE LANDS**

*Dartmouth Cove includes the lands between Alderney Drive and Maitland Street, and between Portland Street and Halifax Harbour except for some lands immediately abutting Portland Street. The following requirements are based on the Dartmouth Cove Comprehensive Plan (2012) which anticipated a community of approximately 2,000 residents on this site. Given the multiple property ownership of these lands, more than one development agreement may be considered on this site.*

*The vision for Dartmouth Cove is to create a new and appealing mixed-use neighbourhood with strong relationships to the waterfront, and to open spaces, streetscapes, trails, Downtown Dartmouth and adjacent neighbourhoods. Dartmouth Cove will become an extension of the Downtown and provide a variety of housing, employment, shopping, and recreational opportunities to accommodate and appeal to diverse demographics. It also has the potential to develop into an “Innovation District” as an extension of the neighbouring Cove lands. It will be a transit supportive and pedestrian-oriented community, setting a new benchmark in sustainability and design excellence for Halifax Regional Municipality and beyond.*

*Future development should maintain, protect and reinforce the distinct sense of place, which is defined by the marine industrial history, the Shubenacadie Canal, and the human-scale character of Portland Street and adjacent historic neighbourhoods. Four precincts are identified for this Future Growth Node:*

*Canal Street (Precinct 1): this precinct is framed by Dartmouth Cove, and the vision includes the Canal Street Greenway, a central, a linear street and greenway linking the Halifax Harbour to Portland Street and aligned on a view axis pointing to St. James’s Church. The Canal Street Greenway is to serve as an open space accommodating broad pathways, seating, street trees, patios, a bikeway and environmental functions such as bio-swales or rain gardens. This corridor is a key organizing element of the Future Growth Node, that serves to provide a strong visual and physical connection through the entire neighbourhood, while providing a central focus area for the development of Dartmouth Cove.*

*Canal Side (Precinct 2): this precinct defines the areas fronting onto Martin’s Park and the Shubenacadie Canal. This precinct is an important interface between Dartmouth Cove, King’s Wharf and the rest of the Downtown, strengthening visual and physical connectivity between these areas.*

**Policy 3.37**

*When considering a development agreement for the Dartmouth Cove Future Growth Node, Council shall consider Policy 3.32, and that:*

- a) *The proposed layout of streets, precincts, pedestrian paths, view corridors, and open spaces is generally consistent with the Future Growth Node Land Use Concept - Dartmouth Cove Map (Map 14);***

*As part of the land included in Map 14 of the Future Growth Node Land Use Concept, the design of the proposal conforms with all proposed streets, precincts, paths, view corridors and open spaces; integrating them into the design of the proposed development and aiming to satisfy the overall vision for the area.*

**b) The transportation network prioritizes walking, the easy use of mobility devices, cycling, and transit use by:**

**i. planning for a street network generally consistent with Map 14 and that supports a grid network and pedestrian movement;**

The proposed building considers all street layouts set out in Map 14 of the SMPS and access points to conform with the plan for the area to prioritize pedestrian traffic and mitigate pedestrian/vehicular crossover.

**ii. establishing a multi-modal greenway along Canal Street; and**

To reinforce the proposed Canal Street Greenway, the proposal suggests a permeable ground floor with multiple commercial bays to animate the pedestrian corridor envisioned across Canal Street.

**iii. creating pedestrian pathways as generally illustrated on Map 14.**

The design of the building conforms with all pedestrian pathways proposed in Map 14. The project intends to animate these pathways by introducing commercial uses where pedestrian pathways abut the building and create an interaction between the two.

**c) Buildings and public infrastructure are located to mitigate potential sea level rise and storm surge risks in vulnerable areas by:**

**i. designing and locating roads, parks and other public infrastructure to minimize risks of damage caused by future sea level rise and storm surges;**

The location of roads, points of entry, parks and other public infrastructure on site will be coordinated to reduce the impacts caused by future sea level rise and strong surges. Considering maps provided in the Dartmouth Cove Comprehensive Plan, all necessary grading and fill requirements will be implemented to ensure the longevity of the proposed development and the safety of its residents.

**ii. improving geotechnical conditions, providing development sites, and raising the elevation of developments in response to sea level rise,**

The proposed building will integrate all required elevation increases into the design and construction of the project to promote the safety and well-being of its residents and members of the public who interact with the Dartmouth Cove area.

**iii. providing gentle slopes wherever possible; and**

Grading of the site will be assessed based on maps included in the Dartmouth Cove Comprehensive Plan. Gentle slopes will be maintained along property lines, where possible, to reduce the impact on future developments.

**iv. minimizing the use of retaining walls and the view of retaining walls from public parks and streets.**

No blank walls have been situated along active pedestrian streetscapes. Streetwalls and upper storey levels of the proposed building include frequent



window and balcony openings within the defined projecting volumes. The use of retaining walls will be minimized where possible to mitigate the impact on the public realm and active transportation.

***d) Site and building design that supports a compact, mixed- use neighbourhood by generally conforming with built form as illustrated on Map 14 by:***

***i. generally meeting the built form regulations as set out in the Land Use By-law;***

The proposal considers all Land Use By-Law requirements for buildings of a similar type to the one proposed. The design only deviates from these standards where outlined either in the SMPS or the Dartmouth Cove Comprehensive Plan to further the vision for the area and align itself with the design intentions of these documents.

***iv. providing appropriate setbacks from Martin's Park; and***

The proposal identifies the presence of Martin's Park and integrates it into the design of the project. A large setback that will accommodate green space and other activities has been designed along the park to animate this space and further promote the importance of open space in the Dartmouth Cove area.

***e) New parks and recreation spaces provide a focal point for the community, providing a diverse range of activities and spaces and connections to existing active transportation networks will be a central consideration for any new parks and recreation development;***

The proposal suggests several recreation spaces to serve as focal points for the community and provide a range of spaces on the site. Along the side of the building abutting the canal is a large greenspace intended to connect with the existing and proposed pedestrian pathways for the site and enhance the active transportation network envisioned for the area. This space can be used for various activities and is framed by work/live units intended to animate the activities of the new canal pathway. The space between the towers includes built-in planters, pavers and outdoor furniture while the lobbies of both buildings are located off the central court to activate and engage the public space.

***f) Green stormwater infrastructure is incorporated in site design by:***

***i. providing porous paving, roof gardens and street level rain gardens; and***

In addition to landscaping that will occur at grade, the design introduces an active landscaped garden courtyard in the space between the buildings with built-in planters and pavers to mitigate the impact of stormwater on the site.

***ii. landscaping and tree planting to achieve Urban Forest Master Plan tree canopy objectives;***

The proposal will include a detailed landscaping plan completed by a landscape architect. This design will be completed later in the development process and align itself with the intentions listed in the Urban Forest Master Plan. The vision is



to make all pedestrian streetscapes friendly environments for residents and pedestrians.

***g) The development supports establishing an active, pedestrian-oriented public realm that supports distinct precinct characteristics, and includes streets, squares, parks and open spaces.***

The proposed design promotes and focuses on walkability and pedestrian activity throughout the site and the Dartmouth Cove area. The project considers these pathways and street layouts illustrated in Map 14. The integrated ground floor of the building includes a promenade facing the Shubenacadie Canal as outlined in Map 14, as well as several landscaped recesses and open spaces to further animate the pedestrian-oriented public realm envisioned for the site.

***h) For Precinct 1, the development***

***i. incorporates a design for a Greenway, a broad, green linear park or greenway with wide pathways next to an enhanced existing Canal Street that terminates at multi-use squares at the waterfront and at Portland Street;***

The proposal is located on the opposite side of Canal Street in which the greenway is proposed. Considering this, the proposed ground floor intends to align itself with the vision for the Canal Street Greenway and further animate the pedestrian-oriented plan for the site. This will be achieved by introducing a series of shops and retail services that are oriented towards the greenway.

***iii. creates continuous retail, and cafés with patios and restaurants along the ground floors facing Canal Street and the Canal Street Greenway, to animate the greenway and stimulate pedestrian movement between the waterfront and Portland Street,***

The proposal considers the Canal Street Greenway illustrated in Map 14 and integrates it into the design. The commercial streetwall along Canal Street reinforces the consistent commercial fabric envisioned for the area and will contribute to the animation of the Greenway proposed for the region with multiple shops and services to revitalize Canal Street. The commercial programming promotes an active streetscape that will contribute to the success of the proposed greenway and improve the pedestrian environment for the area.

***iv. allocates opportunities for public art sites,***

In addition to the sites illustrated in the Dartmouth Cove Comprehensive Plan intended to be used for public art, the proposal introduces several recesses and setbacks that can be used as public art sites. The design of the project intends to create an interaction with both street fronts as well as the proposed pathway along the canal, creating public art sites that help create a cohesive relationship between the project and its context.

***vi. locates mid-rise, tall mid-rise and high-rise buildings to provide a sense of enclosure and to encourage optimal use of the greenway, and***

To reinforce the plan set out by Map 14 of the SMPS and the Dartmouth Cove Comprehensive Plan, the proposed building heights correspond to those identified in both documents. The location of tall mid-rise and high-rise buildings is designed to provide a sense of enclosure and mitigate weather impacts on Canal Street and the proposed greenway. The building masses encourage use of the greenway by designing a streetwall that satisfies the plan for the area and improves at-grade weather conditions.

***i) For Precinct 2, the development:***

***i. provides a Pedestrian-Oriented Commercial Street lined on one side by buildings that frame the street and increase access to the Canal;***

The proposed building suggests commercial and retail uses along the illustrated extension of Dundas Street. The continuous ground floor contains multiple commercial spaces and work/live units, intended to provide a pedestrian-oriented commercial street that activates pedestrian traffic and provides access to Canal Street. Multiple entrances integrated into the design of the streetwall will help frame the street and provide a cohesive façade to further improve pedestrian movement throughout the area.

***ii. provides grading that minimizes steep slopes and enables further development on nearby parcels;***

Grading provided on site will be based on maps identified as part of the Dartmouth Cove Comprehensive Plan. Any grading will strive to minimize steep slopes abutting nearby properties and enable the development of these properties.

***iii. enhances Martin's Park including a new trail link, new public art sites, and an opportunity for a restaurant overlooking the Canal;***

Located on the northern part of Martin's Park, the proposal includes a large green space abutting the park that can be used for several outdoor activities that animate the park space. The open space designed in the proposal is intended to be an extension of the canal and compliment the activities and visions intended for this open space.

***iv. provides retail uses along the pathway abutting Martin's Park, including retail, restaurants, with cafés and with patios, as well as work/live units; and***

Urban design strategies are set in place to maximize the use of space along the proposed pathway abutting Martin's Park. The building edge along this pathway includes multiple work/live units that animate the intentions of the pathway. A landscape buffer between these units and the pathway provides sites for new public art installations that overlook the canal. The buffer activates pedestrian traffic and interaction by connecting new open spaces proposed on the site to those already existing along the canal.

*v. provides access to the Canal.*

The proposal considers the illustrated pedestrian pathway providing access to Martin's Park and the canal. Landscaping along the side of the building that abuts the Canal provides a buffer between the pathway and the building. This creates a more substantial buffer along the canal and opportunity for public art sites. The landscape buffer helps connect the building to the proposed pathway with a connection to an existing active transportation network to promote the pedestrian-oriented vision for the area.

## Relevant Dartmouth Cove Comprehensive Plan and Design Manual Criteria

The Dartmouth Cove Area illustrated in the Secondary Municipal Planning Strategy (SMPS) is designated as a Future Growth Node with the potential to accommodate significant growth in the area. The SMPS and Dartmouth Cove Comprehensive Plan envision a development for this, and all other Future Growth Nodes comprised of transit services, pedestrian-oriented commercial streets, mixed use neighbourhoods, a blend of building types and provisions for open space. These nodes provide the basis for complete communities, providing diverse housing opportunities, commercial services, recreational spaces and opportunities for public art sites that acknowledge the historical context of the site. The intention is to create safe and attractive neighbourhoods that are well designed and achieve the visions and goals set out in both the SPMS and the Dartmouth Cove Comprehensive Plan.

The Dartmouth Cove area is divided into precincts, each with their own characteristics and visions. The property being considered in this proposal falls on two of the precincts illustrated on Map 14; Precinct 1, Canal Street and Precinct 2, Canal Side. As per the SMPS, Precinct 1 is framed by Dartmouth Cove and the water line, with the dominating vision for this precinct being the proposed Canal Street Greenway. The greenway intends to serve the area as an open space, accommodating broad pathways, seating, patios, and environmental functions. The corridor aims to be a key organizing element for the Dartmouth Cove area, and the proposal intends to build on this vision. The project aims to animate the vision of the Canal Street Greenway and respond to the site context by introducing commercial uses along its length and perpendicular to the greenway to activate a pedestrian corridor that increases activity on Canal Street. The proposal is designed to create a strong interaction between the built form and open spaces that are planned for the area by being sensitive to the way the development impacts these open spaces. It integrates green spaces and commercial spaces to be an extension of the public space, animating and facilitating the comprehensive vision for the area while the form is designed to minimize the impacts of wind and shadow. These design characteristics intend to create a strong sense of identity between the building and the space it inhabits while serving both its residents and the greater community. Precinct 2 is defined by Martin's Park and the Shubenacadie Canal. The area introduces a pathway along the canal intended to be activated by several commercial programs along its periphery that animate the space. The proposed development aims to align itself with these visions by activating the pedestrian-oriented commercial space and introduce several grade-related work-live units that animate the canal pathway through proper site planning and open space design, becoming an extension of the green spaces envisioned for the area. The project is designed to emphasize the pedestrian mobility network envisioned for the site, while introducing open spaces that support the plan for the area and locates specific programs to maximize the potential of these spaces. Considering the visions for both precincts and the Dartmouth Cove area, the proposal responds to the visions set out in these plans. It intends to create a

complete and comprehensive community centered around pedestrian-oriented activity with a focus on open space by animating the current infrastructure and active transportation network.

The proposal maximizes the intentions of these documents and applicable sections of the Regional Centre Land-Use By-Law. It is designed to create a strong relationship between the building and its surrounding context, supporting and creating a strong sense of community identity by revitalizing the area with new development that emphasizes open space. The proposed project intends to promote neighbourhood character through an integrated open space network, active transportation and enhancing community identity, setting a precedent for future development in the area. A comprehensive analysis of the Dartmouth Cove Plan, applicable LUB sections, and SMPS policies have all been considered in the design and proposal of this building. The design intentions listed above intend to satisfy both the policies and Appendix 2 of the SMPS to deliver a project that considers site context, design, and open space and promotes the visions outlined in the Dartmouth Cove Plan.

We thank you for considering this application and look forward to working with staff and the Design Review Committee in the initiation and execution of this project.

Regards,

John Dib  
Student Architect  
BEDS, M.Arch Student

**WM FARES ARCHITECTS**  
3480 Joseph Howe Dr, 5<sup>th</sup> Floor  
Halifax, N.S. B3L 4H7  
t. (902) 457-6676  
f. (902) 457-4686