

Wyse Road Lands PROJECT BRIEF

PROPOSED BY

WM FARES
ARCHITECTS

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PURPOSE OF SUBMISSION

W M Fares Architects is pleased to make an application for a Rezoning + Development Agreement + Discharge of Existing Development Agreement on 18 Faulkner Street to enable 1 mixed use building and 6 multi unit residential buildings on lands bound by Wyse Road/Dawson Street/Faulkner Street, and Dickson Street/Lyle Street/Faulkner Street/William Street in Dartmouth. The following is a list of the PID numbers:

00044263	00044255	00044248	40613382
40464661	00044230	40431678	00044149
00044388	00632380	00044370	00044362
00044354	00044347	00044339	00044321
00044313	00044305	00044297	00044289
00044271	00045492	00045518	40842288
00045526	00045534	00045542	00045559
00045567	00045575	00045583	00045591
40638810			

PROJECT DESCRIPTION

We are proposing 7 buildings on 4.5 acres of land with frontages on 6 streets in the Wyse Road area of Dartmouth. The tallest form is facing Wyse Road which is 6-lane arterial road. Wyse Road is a key area for commercial development under the MPS and contains a broad mix of land uses and building heights and forms including transit, commercial uses and community facilities. The proposed building facing Wyse Road has a 3-storey street wall stepping into a high-rise form of 32-storeys with a 750 sq.m. floor plate. The other 6 buildings are of mid-rise form with a 3-storey street wall height and a 6-storey building height. Compatibility with the existing neighborhood is achieved by townhouse form at street wall, building setbacks, stepbacks, landscaping, fencing, and pedestrian connectivity.

Please note that due to the scale of this project and the number of buildings, we are proposing that the development agreement include a schedule with provisions for site and architectural design requirements. This approach will provide both, the control over built form and building articulation which are required by policy, and some flexibility to the design professionals which most likely will vary for each building. We will provide massing of the proposed built form and sample projects during our presentation at the public information meeting.

We have enclosed the following documents in support of our application:

- Application form
- 2600 application fee
- Project brief
- Building Plans
- Traffic impact statement
- Servicing schematic

- Sanitary flow calculations

Digital copies will be provided by means of email or drop box as soon as a planner is assigned.

EXISTING PLANNING DESIGNATIONS & ZONING

The subject properties are designated Urban Settlement under the Regional Plan, designated Commercial under the Dartmouth Municipal Planning Strategy, and has R2, R3, and C2 zoning under the Dartmouth Land Use Bylaw.

The existing zoning does not permit the proposed uses but the MPS provides the opportunity for Council to consider our proposal through a combined rezoning and development agreement mechanism. The following is our assessment of enabling policy:

Policy IP-5 It shall be the intention of City Council to require Development Agreements for apartment building development in R-3, R-4, C-2, MF-1 and GC Zones. Council shall require a site plan, building elevations and perspective drawings for the apartment development indicating such things as the size of the building(s), access & egress to the site, landscaping, amenity space, parking and location of site features such as refuse containers and fuel storage tanks for the building.

In considering the approval of such Agreements, Council shall consider the following criteria:

(a) adequacy of the exterior design, height, bulk and scale of the new apartment development with respect to its compatibility with the existing neighbourhood;

The sites are in close proximity to Wyse Road, which is a major, primarily commercial arterial street. The proposed form responds to each street frontage, to the internal property lines and abutting properties, and addresses the provision of compatibility with the neighbourhood by means of streetwall height, stepbacks, setbacks, building heights, tower dimension, landscaping, and uses at grade.

(b) adequacy of controls placed on the proposed development to reduce conflict with any adjacent or nearby land uses by reason of:

(i) the height, size, bulk, density, lot coverage, lot size and lot frontage of any proposed building;

The development agreement mechanism will include provisions to ensure that future development of the subject sites will adhere to the proposed built form.

(ii) traffic generation, access to and egress from the site;

Please refer to our Traffic Impact Statement by our traffic engineer. We have provided a pedestrian connection to Victoria Park from Faulkner to Dawson. In addition we have commissioned a traffic study which will be complete prior to the public information meeting.

(iii) parking;

Sufficient underground parking is provided for all buildings with a limited number of surface parking at the mixed-use site. Bicycle parking will be provided as per Land Use Bylaw standard.

(c) adequacy or proximity of schools, recreation areas and other community facilities;

There are schools nearby that can accommodate students from grades Primary through 12. There are also several parks with varied recreational opportunities within walking distance of the site. The Dartmouth Sportsplex is also located nearby.

(d) adequacy of transportation networks in, adjacent to, and leading to the development;

Given the site's location and proximity to transit, commercial uses and community facilities, building residents will rely less heavily on cars and more on walking, cycling and transit. Our traffic engineer confirms that traffic volumes can be accommodated within the existing street network.

(e) adequacy of useable amenity space and attractive landscaping such that the needs of a variety of household types are addressed and the development is aesthetically pleasing;

Private and common amenity spaces are provided for every building. Landscaping and fencing will be provided along the interior lot lines. Please refer to attached landscape plans

(f) that mature trees and other natural site features are preserved where possible;

This will be covered under the provisions of the development agreement

(g) adequacy of buffering from abutting land uses;

This is being met by providing adequate setbacks and stepbacks, in addition to landscaping and fencing along the interior lot lines.

(h) the impacts of altering land levels as it relates to drainage, aesthetics and soil stability and slope treatment

These are governed by existing codes and bylaws which must be adhered to a building permit stage; we expect that provisions for stormwater measures and erosion control will also be included in the development agreement.

(i) the Land Use By-law amendment criteria as set out in Policy IP-1(c).

We have reviewed our proposal against the provisions of Policy IP-1(c) and found it to be in conformance. The sites have a relationship with both a major arterial commercial road (Wyse Road) and a low-density residential neighbourhood (branching streets from Wyse Road).

Wyse Road is a key area for commercial development under the MPS and contains a broad mix of land uses and building heights and forms. The C-2 zone is intended to enable large scale development. Within the context of the Wyse Road, high-rise residential buildings with ground floor commercial is a compatible use subject to good built form controls as proposed. 6-storey multiple unit dwellings with 3-storey street wall heights is appropriate for the side streets. The proposed setbacks, stepbacks and townhouse form at grade will strengthen the residential character of these streets and provide a good transition from the higher density and commercial uses at Wyse Road.

CONCLUSION:

Thank you for considering our application. We look forward to working with Staff, Council and the public on this development opportunity.