

## Sackville Drive DA Application (PID 41486515 & 40872103)

Dear Jennifer,

Thanks for your feedback on some early concepts for this proposed new building. As you may recall, we decided to go with one building instead of two separate buildings, and we pulled the building back off of the rear R2 properties to provide some separation between the existing homes and the new building. As we mentioned, we have proceeded with a 6-storey development (from the backside), but due to the significant grade change in the front, there is an extra 2 storeys of underground parking exposed. Rather than leave the blank wall of the parking structure exposed, our architects faced the parking with 2-storey units, giving it the appearance of an 8-storey building from the front. From all 3 other sides, the building is either 5-storey or 6-storey.

### Policy SS-4 (a)

Policy SS-4 (a) of the Sackville Drive Secondary Planning Strategy permits buildings over 50ft (15.24m) in height above established grade to be considered by development agreement. Since the LUB measures height from Sackville Drive and since this site is almost 50' above Sackville Drive, the only option for development is to pursue a development agreement following Policy SS-4(a).

In considering a DA for this site, Council must have regard to the following:

***(a) Building shall be oriented to the street and transit services and primary entrances shall be orientated to the sidewalk and primary pedestrian ways;***

This site sits behind the as-of-right 5-storey development owned by Alex Dunphey which is now under construction. This sets the site back over 75m from Sackville Drive. The building has been oriented towards the street and has been connected with a pedestrian walkway from Sackville Drive to the front door. The sidewalk also connects the parking garage entry which allows residents to enter the building from either the front door or parking garage (2 storeys lower).

***(b) in a multiple unit dwelling compatible commercial use may be required at street level and adequate recreation and amenity space shall be provided;***

The setback and 50' grade change between Sackville Drive makes it impractical for commercial uses. We have provided up to XX sq.ft. of amenity space in and around the building.

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***(c) compatibility and impact on the surrounding built form, lands uses and residential areas;***

The building has been purposely pushed back from the rear surrounding properties by 50' at the closest point. The bulk of the building is over 140' from the rear lot line providing significant buffering between the neighbouring R2 units to the north. The western boundary is a base lot and the eastern boundary has at least 6m of setback at the closest point from the building to the lot line.

***(d) microclimate issues such as wind, solar orientation, and shadowing;***

The substantial setbacks of the building reduces impacts from shading and wind on surrounding properties. The only shade impacts from the building on surrounding residential buildings will be in the late afternoon during the winter solstice for the properties to the north. For the properties to the east, the shade wont impact the 2 adjacent homes until late in the day from the fall equinox to the spring equinox (after 4:30pm). The building is buried at least 1 storey into the ground compared to the existing grade meaning the impact is similar to a 5-storey building rather than a 6-storey building. Burying the building into the grade similarly reduces the wind impacts and snow drifting impacts on the surrounding residential buildings.

***(e) pedestrian street level activity shall be encouraged through, but not limited to, the incorporation of outdoor cafes and ground floor uses. Consideration shall be given to weather protection for pedestrians;***

This building is setback from the street by over 60m so this policy should not apply. It appears this policy was established for street-related developments. That said, we have created street-level units on the sloped driveway up to the development rather than a blank wall of exposed parking garage. Each of these units will have ground level entrances.

***(f) incorporation of building stepbacks at various levels to reduce the visual impact of the height and mass in relation to the surrounding built form;***

The building architecture includes stepbacks, material changes, and a variety of articulation alterations to break up the overall mass of the building.

***(g) landscaping complements shall reinforce circulation paths, highlight entrances, provide shade, and add seasonal interest and designed for appreciation by pedestrians, bicyclists and motorists. Adequate landscaping features and/or street trees should be provided around the perimeter and throughout the site of the development to enhance the aesthetics of the site;***

The building front entry has been linked with a sidewalk all the way from Sackville Street and along the way, there are a variety of native landscape experiences, planting beds, trees, and rock gardens including a stormwater garden in the centre of the parking lot and trees around the border of the property to reduce the building scale, and vines at the base of some of the retaining walls to green the wall. As well, each groundfloor unit will include landscaping.

***(h) incorporation of streetscape elements and furniture;***

Again, this site is not located on Sackville Drive and so there is no need for public site furnishings along the street.

*(i) traffic circulation and access to and from the site should be designed to minimize adverse impacts on the adjacent residential uses and street network;*

Traffic access for this development is fully connected to Sackville Drive only and there are no connections to existing residential neighbourhoods.

*(j) significant natural and cultural features on the site should be identified and protected where appropriate;*

The site has been a field up to the point the developer bought the property. The steep sloping conditions necessitate significant cuts in the property so there are no large trees or environmentally sensitive areas worth saving.

*(k) lighting shall be designed to provide security, safety, and visual appeal for both pedestrians and vehicles while ensuring minimal impact on adjacent properties;*

Lighting has been located close to the building with cut offs to minimize light pollution onto neighbouring properties.

*(l) the provisions of Policy I-5 be met.*

Policy I-5 outlines many of the same policies of SS-4(a) including height, bulk, traffic and access, type of use and parking. All of these concerns are addressed above. Policy I-5 does include some broader scale issues including:

(i) the financial capability of the Municipality to absorb any costs relating to the development; There should be no additional costs to the municipality but substantial tax opportunities in favour of the municipality.

(ii) the adequacy of sewer and water services; There are adequate sewer and water services in Sackville.

(iii) the adequacy or proximity of school, recreation and other community facilities; This small development should not be a tax on any school or community capacity.

(iv) the adequacy of road networks leading or next to, or within the development; the traffic study has demonstrated the lack of traffic impacts from this development on Sackville Drive.

(v) the potential for damage to or for destruction of designated historic buildings and sites. Not applicable.

## **The Proposed Development**

The development has been designed to meet the criteria of the PC zone with the exception of the building height (which cannot be met due to the steep conditions of the site and the fact that height is measured from Sackville Drive in this zone), the maximum building footprint of 1,393.5 m<sup>2</sup> (which can be exceeded by DA), and amenity space requirements (which due to the steep sloping conditions of the site cannot be met). All other criteria of the zone has been met including:

Min Lot Area .....	929 m <sup>2</sup>
Front Yard setback.....	4.6m min
Side/rear Setbacks.....	4.6m min or half the building height
Lot Coverage .....	50%
Min Pervious surface area .....	20%
Driveways .....	1 per lot
Lot frontage.....	18.3m

## Architectural Summary

The building has a footprint of 22,400 sq.ft. and includes 105 units with a mix of 1 and 2 bedroom units of various sizes. There are 75 surface parking stalls and 38 underground parking stalls for a total of 114 parking spaces and a ratio of 1.15. The building includes a variety of amenity space, with 4,200 sq.ft. indoor amenity space and additional rooftop amenity at various levels.

The building is nested into the hill to minimize the impact on the residential properties along the back property line. With the surface parking located lower than the property line, only 4 storeys from the building are elevated beyond the rear property elevation. Further consideration was given to the rear yard setback, and the 50' shown provides a significant buffer between the lower density residential area. Additionally, there are a variety of stepbacks as the building increases in height to further address the lower density residential properties. The variety of materials and the massing result in an well articulated building that addresses the neighbouring conditions.

Although not directly facing Sackville Drive, the design addresses the street by locating walk-up units facing the entry driveway and stepping up to the surface parking level. These units flank the parking garage and provide articulation where the building will be highly visible by pedestrians along Sackville Drive and walking along the internal sidewalk.

For this development the two lots (which were recently subdivided to accommodate the original two buildings) will need to be re-consolidated.

## Summary

We believe that the proposed development is consistent with the policies which enable development agreements in Sackville and that the scale and design for the building will raise the quality of architecture and urban design along Sackville Drive. The challenges of a very steep site have given rise to a very unique solution and we are confident that the placement and scale of the building will minimize the impact on neighbouring properties. Connecting the building entry to Sackville Drive through a sidewalk is purposeful in its attempt to encourage walking and cycling instead of driving. We believe the development will be positively received in the community.

If you have any questions about this application, please feel free to reach out to me at your convenience.

Sincerely,  
**Original Signed**

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