

# 323 Sackville Drive:

## Public Information Meeting

Sept 15, 2022





## AGENDA:

1. Project Overview
2. Policy Discussion
3. Questions

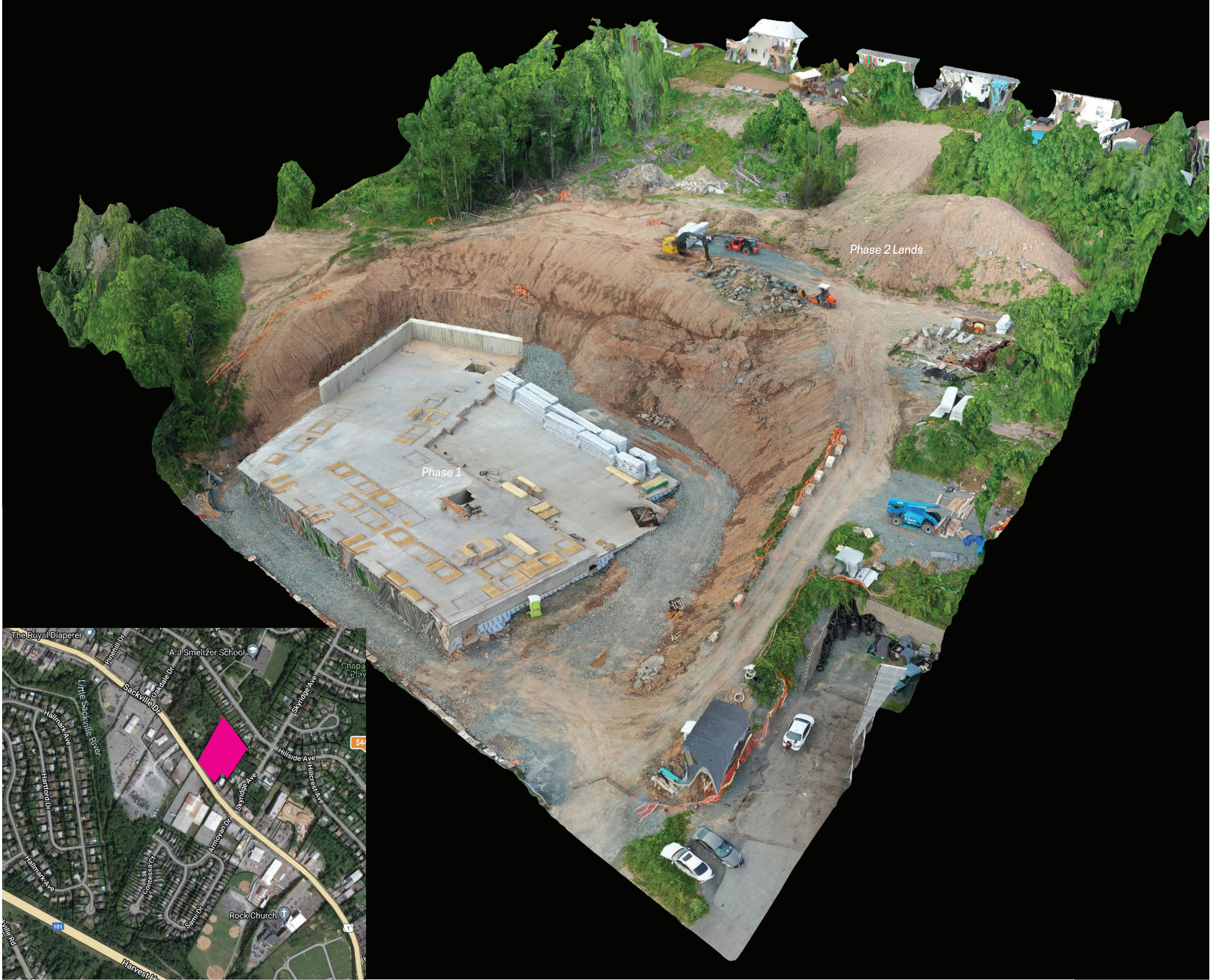


# 01| Project Overview



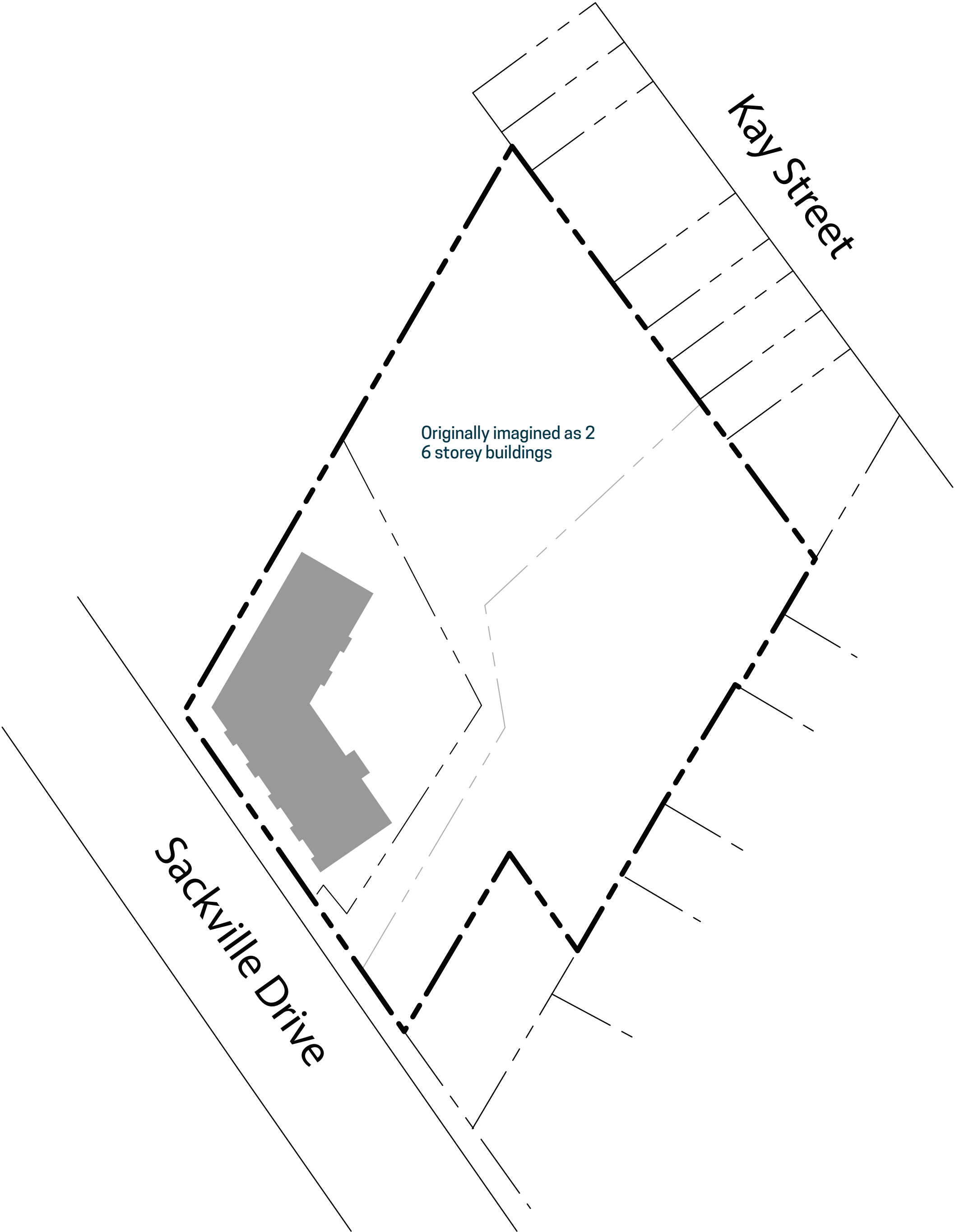
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Study Area

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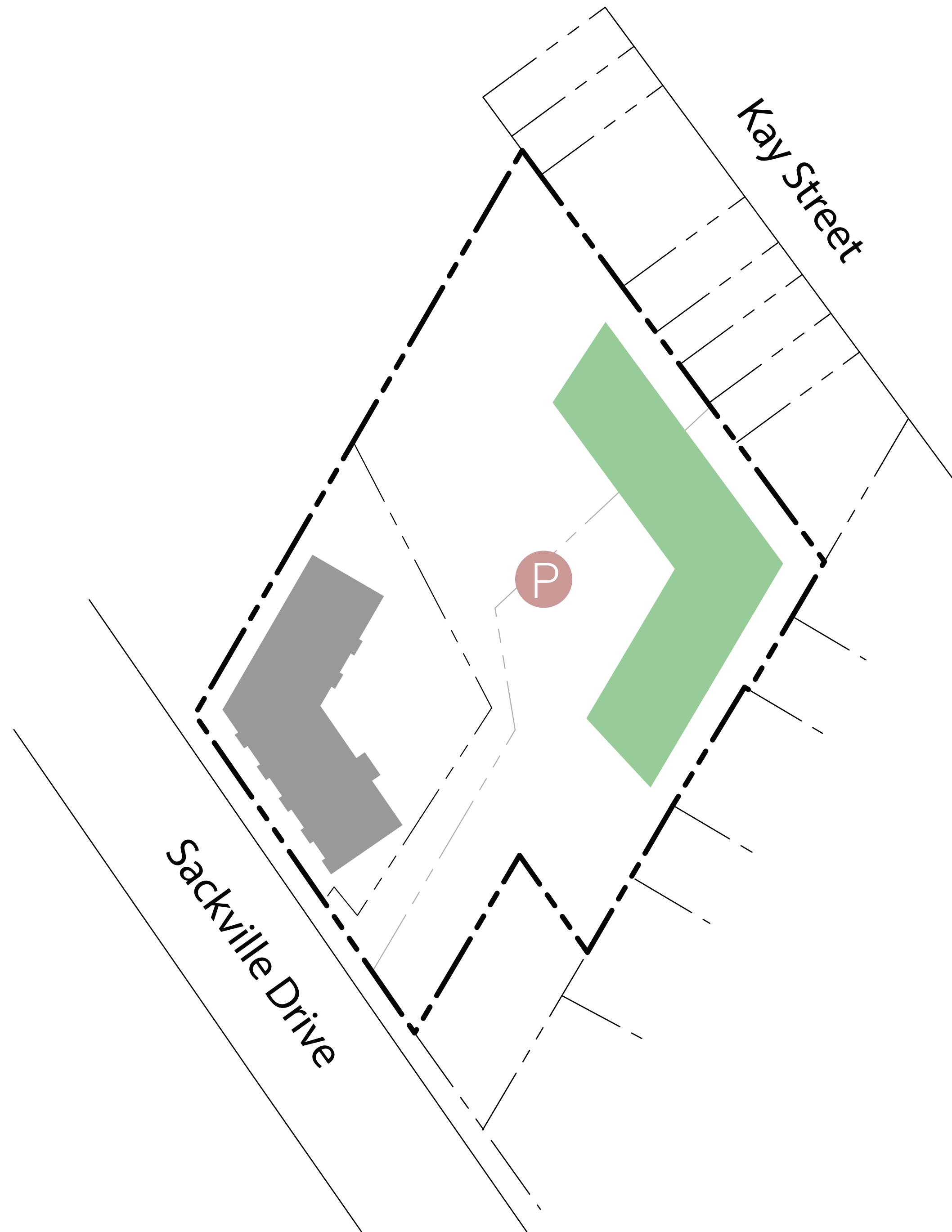
01  
Site Options





# 01

## Site Options

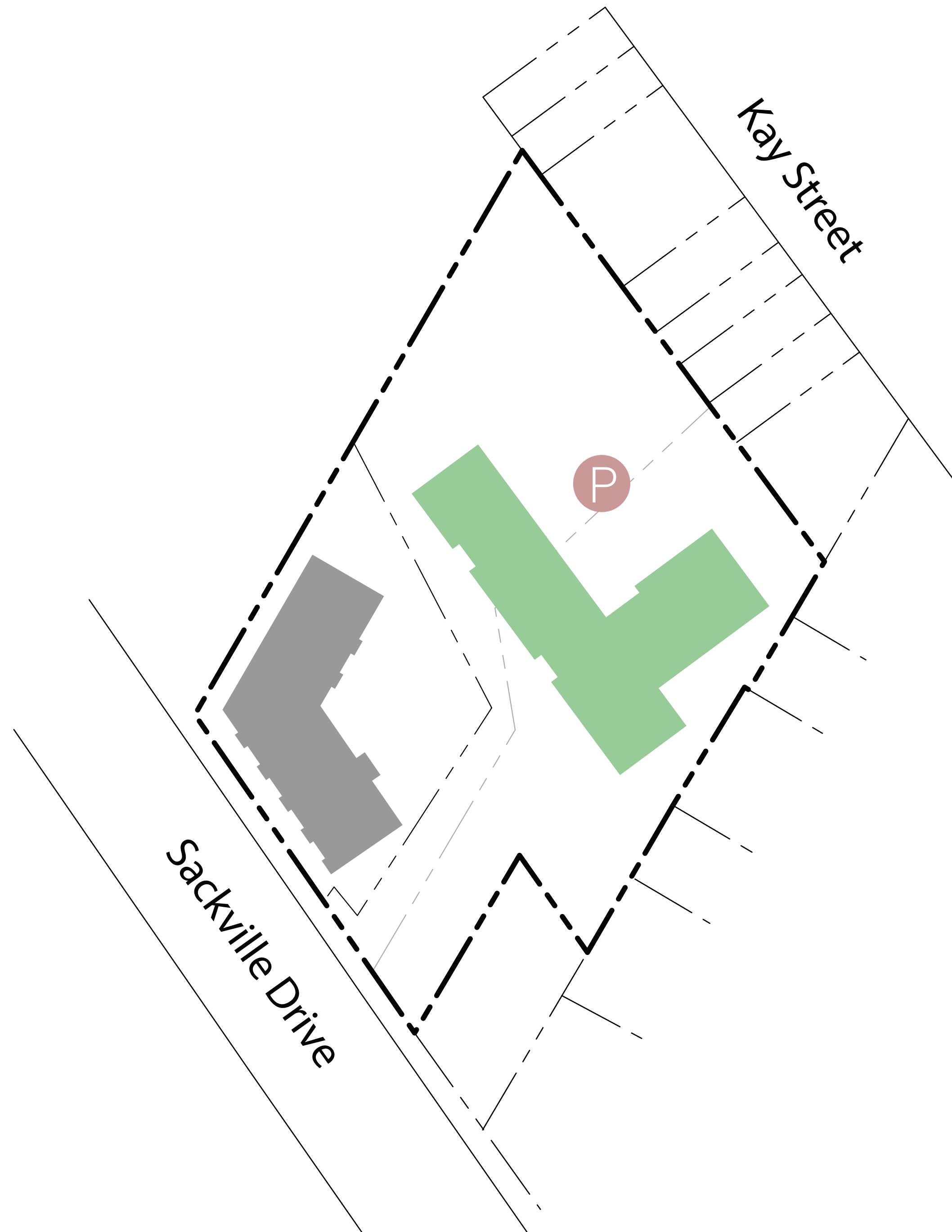


- Option maximizes setback and scale from Sackville Drive.
- Groups the parking into one central parking area
- Easier to grade the site
- Brings the multi building close to Kay Street & Skyridge backyards
- Blocks views and worsens shade conditions



# 01

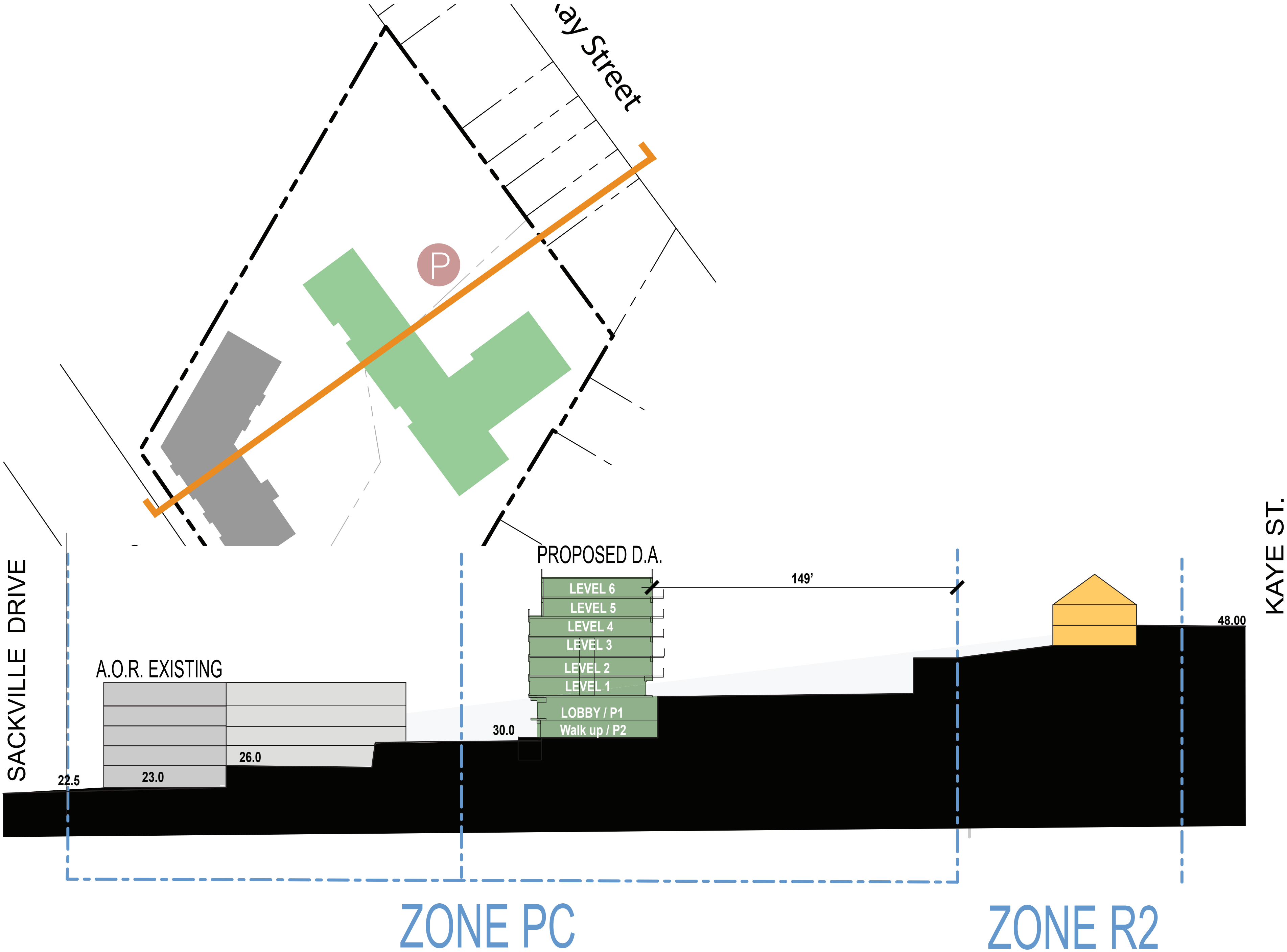
## Site Options



- Brings building closer to Sackville Drive
- Lessens impact on neighbours (views, shade impacts and overall building scale).
- Creates 2 entries (one from parking lot, one to sackville Drive)
- Creates a 2 storey retaining wall facing sackville drive due to steep grades
- Separates outdoor parking lots into two areas



01  
Site Options





01  
Site Plan &  
Landscape Plan





01  
Perspective





01  
Perspective



Facing the blank retaining wall for parking garage with units



01  
Rear  
Perspective





01  
Rear  
Perspective





01  
Front  
Perspective





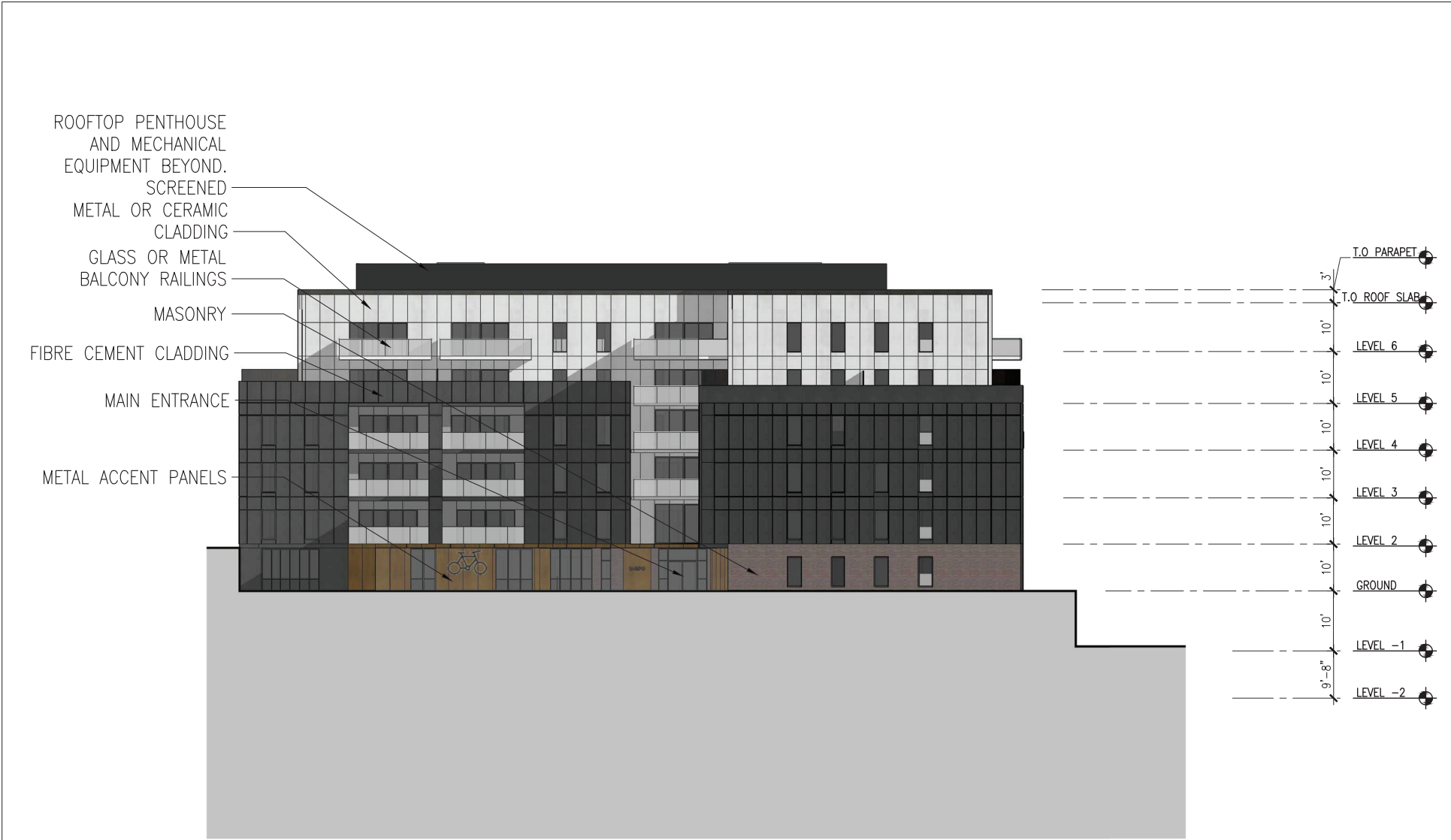
01  
Front  
Perspective



South Elevation



North Elevation



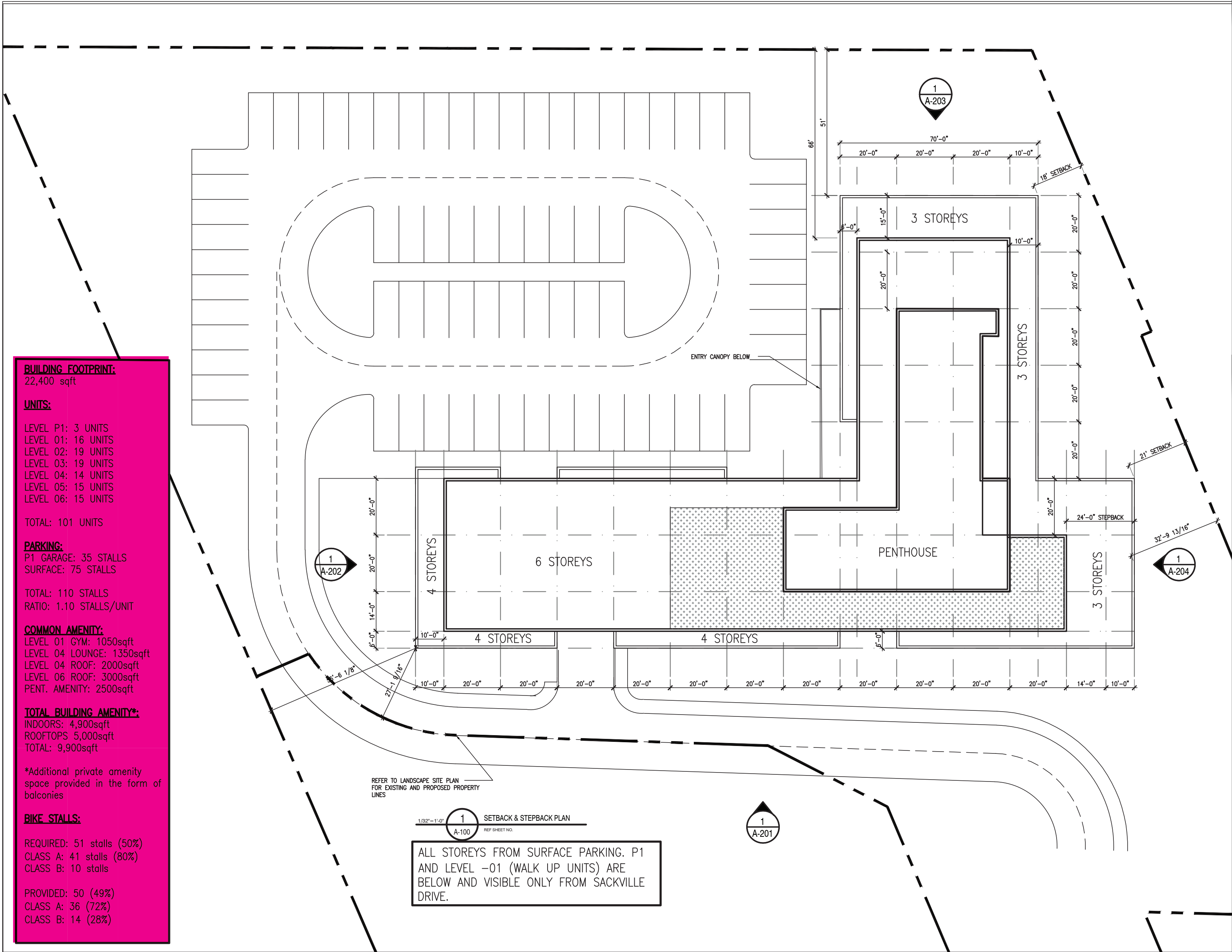
West Elevation



East Elevation



01  
Roof Plan &  
Building Stats



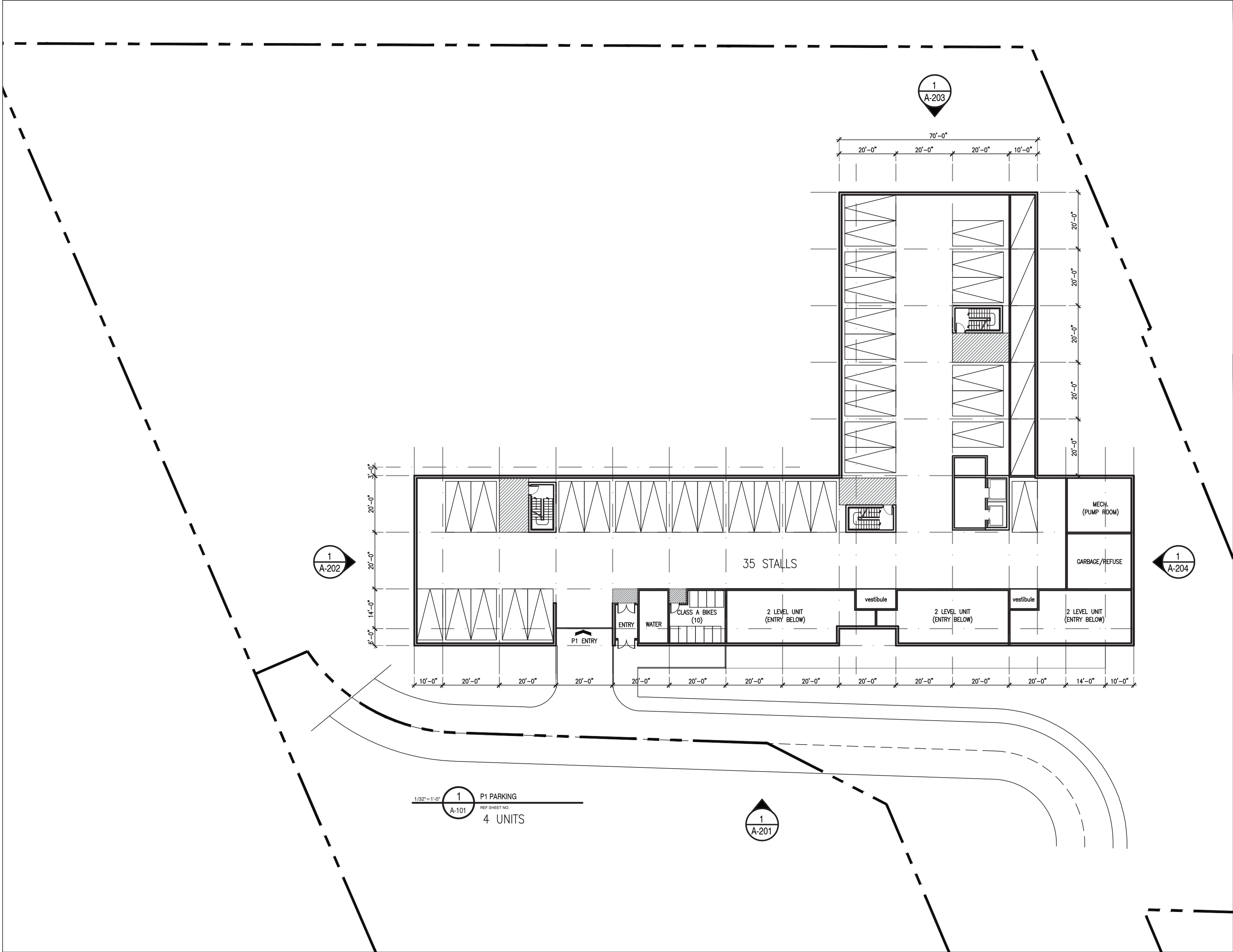
Ekistics Planning & Design fathomstudio.ca 1 Starr Lane Dartmouth, NS B2Y 4V7			fathom		
KEY PLAN					
REVISIONS			DATE		
PROJECT					
SACKVILLE DRIVE DEVELOPMENT AGREEMENT					
CLIENT					
Alex Dunphy					
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Roof Plan



01  
Floor Plan

Parking Floor

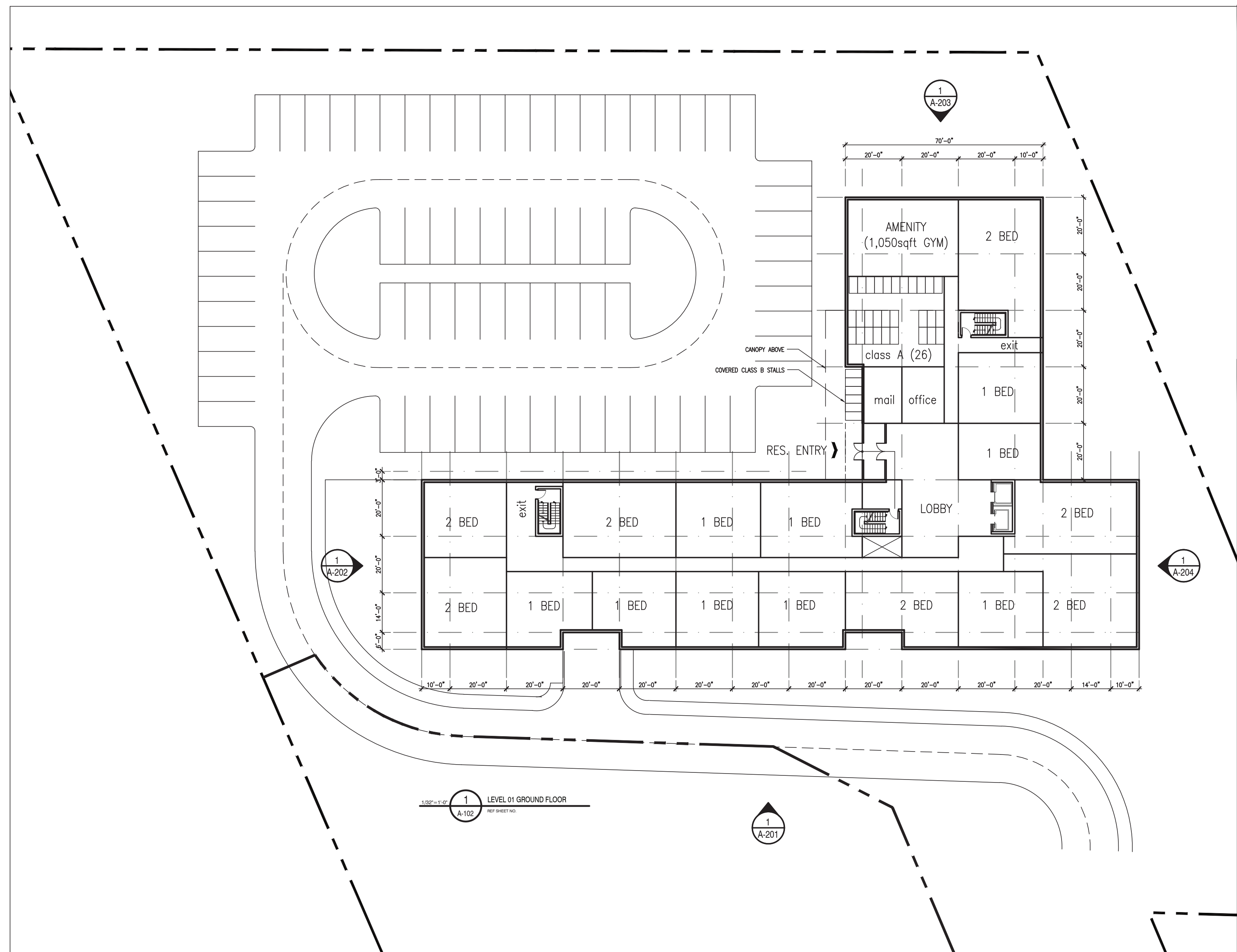


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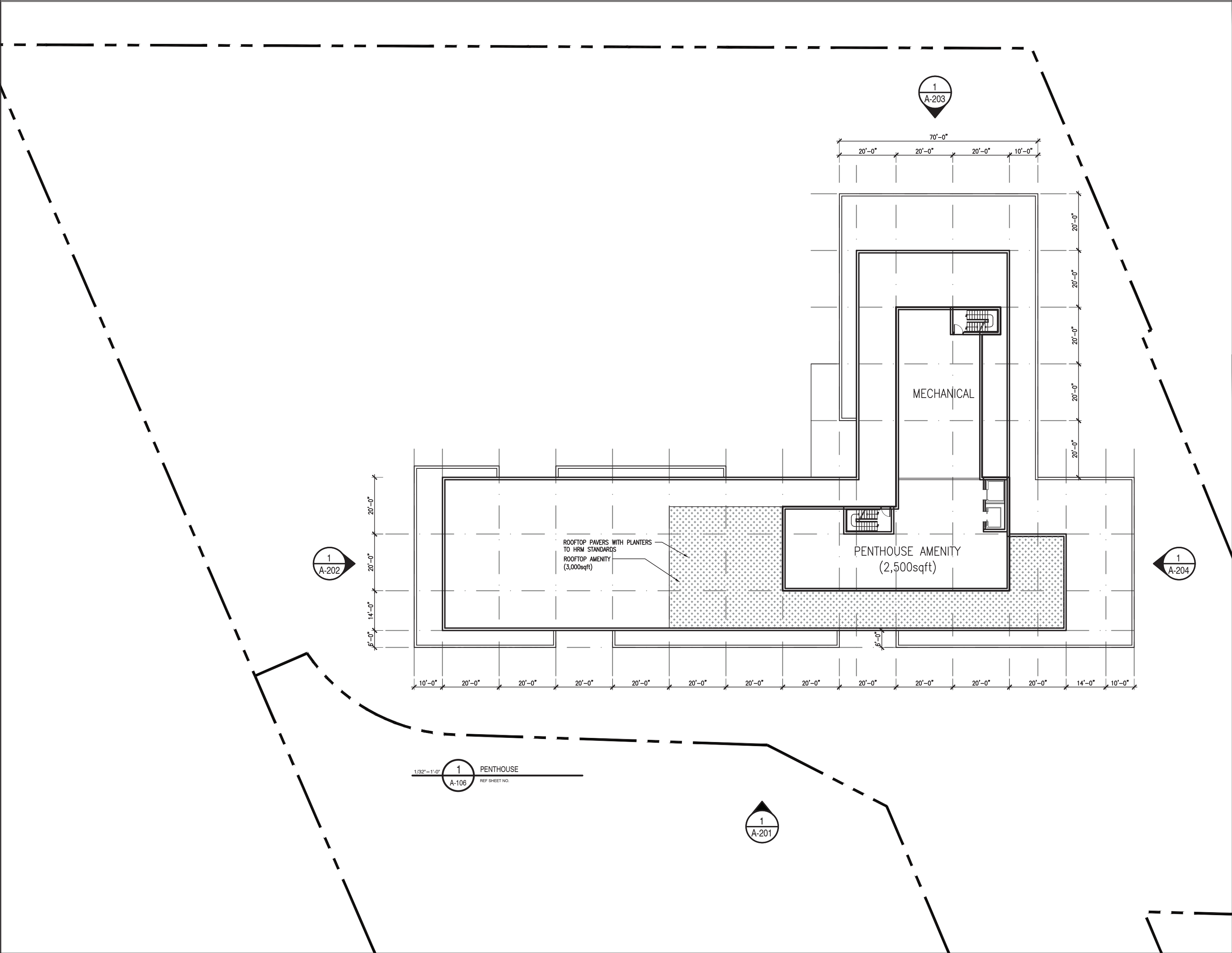
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01  
Floor Plan



Penthouse Amenity Room

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Dartmouth, NS

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KEY PLAN


REVISIONS

DATE

PROJECT

SACKVILLE DRIVE DEVELOPMENT AGREEMENT

CLIENT

Alex Dunphy

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# 02| MPS Policy Response



## 02

### Policies

## 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.



## 02

### Policies

#### **(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.



## 02

### Policies

#### **(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.



## 02

### Policies

#### **(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.



# 03| Discussion