

400 Sackville Drive DA Application (PID 00376848)

Dear Maggie,

Thanks for your feedback on some early concepts for this proposed new building design. This is a 3.1 acre site backing onto the Sackville River. The site is ideally suited for 2 buildings on a shared parking podium, with the central podium acting as the shared open space for residents and visitors. The developer is proceeded with an 8-storey building and a 12-storey building with a shared 2-level underground parking garage and 18 surface parking spaces dedicated to serve the ground-floor commercial in each building. The project is located at 400 Sackville Drive, on the south side of the Sackville Drive. PID 00376848 has a lot size of 3.13 acres and is within the PC land use zone bordering the Little Sackville River and P-3 zone. The site contains one existing structure and parking lot.

The developer has decided to proceed with a DA application rather than a 5-storey as-of-right development. This letter outlines why we think this development meets the policies outlined in the Sackville Drive SMPS.

Policy SS-4 (a)

Policy SS-4 (a) of the Sackville Drive Secondary Planning Strategy allows consideration of buildings over 50ft (15.24m) in height by development agreement. This site's strategic location and large size on Sackville Drive make it ideally suited for a larger scale development. Across the street and on both sides of the site there are only commercial uses. To the southwest of the site, the residential homes on Hallmark Avenue are on the other side of the Sackville River almost 70m away from the new development.

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;

The buildings have both been oriented perpendicular to Sackville Drive with primary entrances and sidewalk connections directly connecting the 2 buildings to the street.

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

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shall be provided;

Ground-related units have been provided for both buildings on both sides of the buildings with the inner units facing into the podium parkland space. Commercial uses are located in both buildings facing onto Sackville Drive. Building A includes 4,500 sf of retail facing Sackville Drive and Building B includes 2,100 sf of retail use facing Sackville Drive.

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

This mixed use development is compatible with the uses planned along Sackville Drive including ground floor commercial facing Sackville Drive, ground-related residential units with doors on all ground floor units, a large central public space bisecting the two buildings, and amenity spaces throughout both buildings including several roof-top amenity spaces. The site is located below Sackville Drive, unlike many of the properties on the north side of Sackville Drive that slope uphill steeply. This low elevation reduces the overall scale of the development when compared to those developments on the north side of the street. By maintaining a wide buffer along the Sackville River (35m on the north side and over 60m wide on the south side), the buildings are set back significantly from the single family homes along Hallmark Ave. The mature trees in this buffer will be preserved masking most of these buildings from the rear yards of the residential homes. The 2 neighbouring properties are industrial type uses with the south side being a Manheim car auction building and parking lots, and the north side an auto repair facility. Both these neighbouring uses will not be impacted by this proposed development.

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

The prevailing winds in the winter come from the north-west and westerly direction so any winter downwind impacts will impact the industrial parking lots to the south-east of the site. Winds from the north-east are very infrequent in the winter so we expect very little impact on the residential homes to the rear. The building has been designed to minimize the wind impacts following the built-form standards of the Centre plan. The stepbacks and articulation of the building will reduce the wind impacts of the development on surrounding properties.

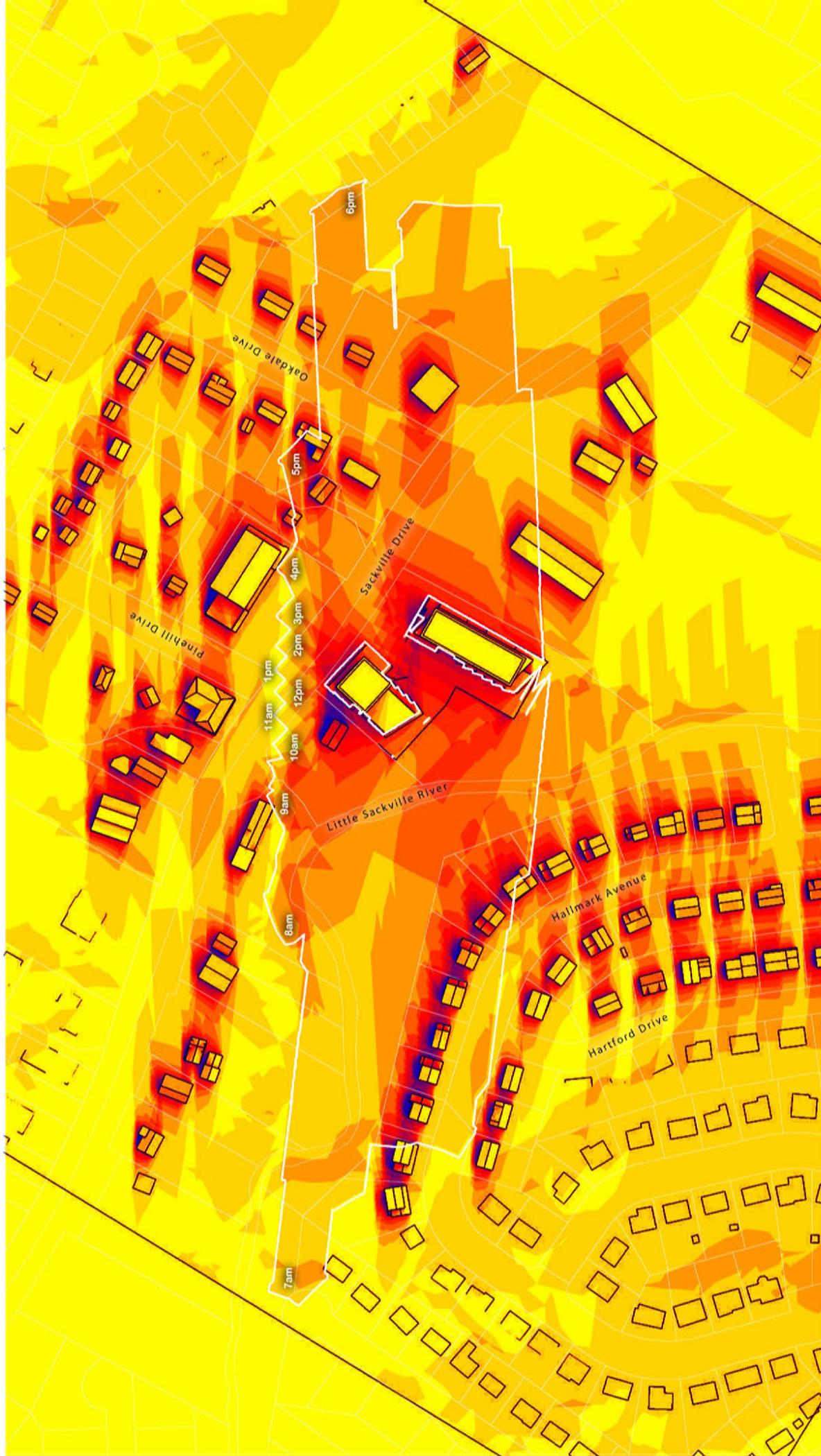
A shade study was undertaken to assess the shade impacts from the development on neighbouring properties. At the equinox period (Sept 21 and March 21), the buildings will only cast shade on 7 properties along Hallmark between 6-7am in the morning. IN the evening, the new buildings will shade 2 homes along Oakdale Drive between 5-6pm. The shade impacts from these two buildings will only impact a few properties and for these properties, only before 7am and between 5-6pm in the evening. The shade study is shown on the following page.

(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;

The building includes outdoor areas for large outdoor cafes in front- and between the two buildings as shown on the site plan. There are several cantilevered canopies designed into the building that will provide ample protection for pedestrians as shown on the elevations and in the perspective renderings.

400 Sackville Drive Development

Shade Study for September 21



(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 entries have been linked with a sidewalk from Sackville Drive and along the way, there are a variety of native landscape experiences, planting beds, trees, and rock gardens including a link to the Sackville River from the central podium space. Street trees have been located along Sackville Drive with significant landscaping on the built portions of the site and a wide buffer of trees have been left along the Sackville River. As well, each groundfloor unit will include landscaping and a walk-out patio.

(h) incorporation of streetscape elements and furniture;

The building's proximity to Sackville Drive will allow for streetscape furnishings along the street frontage and many of these elements will be pulled into the central space between the buildings.

(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 through existing residential neighbourhoods. The development includes one entry/exit into the development at the safest location along Sackville Drive equidistant between Pinehill and Oakdale. This entry location exists for the existing building today and meets the siteline requirements.

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

The development meets the setback requirements for the Sackville River including the watercourse setbacks and buffers in section 6 of the land use bylaw. This includes the minimum 30.5m setback from Little Sackville River and the variable buffer requirements for an additional 1m for every additional 2% of slope over 20%. In our assessment, the average slope within the 30m buffer is 13.95% so there are no additional setbacks for the variable buffer. There are no other significant cultural or natural features on the site as the lot is already developed.

(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

In alignment with the current Municipal Planning Strategy (MPS), this project contributes to Sackville Drive's mixed use and retail character by combining new residential units with groundfloor retail and a large central open space. Some parking is provided in front of one of the buildings to address the need for parking for the retail component, but the remainder of the parking is located underground. This project is expected to increase local quality of life and pride of Sackville residents and businesses while fostering a new community identity for Sackville Drive. Simultaneously, the proposal leverages the site's natural assets by providing natural public spaces throughout the site to help solidify a special identity and encourage pedestrian engagement with the Little Sackville River.

The architectural concept is derived from the idea of making Sackville Drive a more pedestrian focused artery, providing links through the project site from the street to the Little Sackville River and trail system. The building consists of a 2-level underground parking podium upon which two towers sit separated by a courtyard. The central courtyard is linked to the Little Sackville River and trail system, which intentionally lets the forest surrounding the river to bisect the project and provide a visual connection from the street.

Each tower has commercial space facing Sackville Drive, reinforcing the visual connection to the public street. The positioning of the towers on site is staggered, Building B sits closer to Sackville Drive close to the Pinehill Drive connection to help anchor the intersection and establish the streetwall language. Building A has been setback to allow for some surface parking for the commercial spaces, but minimizing the impervious surfaces. The massing follows the MPS guide by creating a continuity at ground level from the street through the courtyard and to the river/forest connection while simultaneously managing a street front grade change of approximately 10 feet. Each tower clearly identifies a relationship with the continuous ground level by integrating larger door openings into the commercial spaces. Above the clearly defined base, the building steps back to demarcate the start of the upper stories.

To further help define the architectural massing strategy, carefully chosen materials help to establish a positive relationship in location and proportion of massing in relation to facade openings. The base consists of a darker masonry material which is durable, enhances the connection to the local economy, and aesthetically provides the building anchor to the ground. The storefront glazing coupled with canopies and integrated signage suggest this to be the more public front of the building and serves to invite pedestrians of

the street into the commercial spaces.

The mid section of the building contains a lighter colored material (fiber cement panel, aluminum panel, or ceramic panel) and works in conjunction with the set back to visually separate itself from the base of the building and the start of the upper stories. Finally, a third panelized material integrated with glazing servers as part of the upper building stories, paired with additional setbacks, provides a decrease in visual mass but increased density.

This building concept allows for the achievement of increase density with careful consideration and alignment to the Sackville Drive MPS. The alternative design solutions, although hitting a similar density, would have no consideration for the development strategy for the area, thereby defeating the potential progress that can be made through this design. The unit breakdown is as follows:

1 Bedroom	60 (31%)
2 Bedroom	131 (65%)
3 Bedroom	8 (4%)
Total units	199 units
Amenity Space	3,800 sf (indoor) plus 4820 sf (outdoor)
Common Areas	1600 sf
Commercial Space:	6,600 sf
Parking Spaces	257

The building strategy would employ a phased approach, Building A would be phase one and allow for the construction of the project essentials including the ramp to parking levels, some of the parking lot and half of the parking podiums. This would also allow the operation of the existing commercial activity currently on site until they can be moved to the new building. Demolition of the existing 1-storey commercial building would take place and commence phase two construction of Building B. This would allow for the operation and use of Building A while the second half of the project is finished.

Municipal Planning Strategy:

MPS wants to minimize perception of scale and not creating a long wall as this can be overwhelming in terms of mass and scale (projections or recesses for walls greater than 100'). Reinforcing the sense of human scale using architectural features and patterns that provide visual interest at pedestrian scale - repetitive elements at intervals, horizontal or vertically should be applied. Consideration should be given to rear carrying the same level of articulation consistent with the front elevation to all sides. MPS suggests variations to roof plane and roof offsetting to avoid the effect of long, single roof lines. specifically parapet roofs used to conceal rooftop equipment and add visual interest. The height of a building will also influence one's perception of scale. Medium rise form is encouraged. High rise form maybe considered for large sites subject to appropriate shadow impacts, wind analysis, views, skyline impacts, relationship to surrounding building and street proportion by a development agreement. (RC-Sep 5/06;E-Oct 7/06) Creating a sense of human scale would be accomplished by encouraging street level entry. Entry features should include canopies, porticos, overhangs, recesses, projections, peak roof forms and gables. To create a sense of individuality for strip malls, different architectural treatments should be applied for each individual store front including lintels, pediments, pilasters, columns, porticos, porches, overhangs, railings and balustrades.

Facade treatments also influence the perception of scale. All facades should have

arcades, display windows, canopies, awnings or similar features along their horizontal length.

To satisfy parking needs while simultaneously fostering an attractive and functional streetscape, parking lot design guidelines should be adopted. The primary intent of these guidelines shall be to: (a) minimize the visual impact of the cars on public streets, spaces and residential properties; (b) ensure easy and safe access and egress to and from the parking lots; and (c) reduce conflict between pedestrians and vehicles.

Fostering a greenway but encouraging the public to move through the courtyard to the little sackville river and trail system, fostering more pedestrian movement between subdivisions and the street. This will help increase public awareness and environmental relevance for the residents, as currently the river is basically invisible and largely inaccessible from the street.

The development has been designed to meet the criteria of the PC zone with the exception of the building height (which is the reason for the DA request), the sideyard setback requirements (due to the building height, the requirement for half the building height, or 4.6m, cannot be met) and the maximum building footprint of 1,393.5 m² (which can be exceeded by DA). All other criteria of the zone has been met including:

Min Lot Area.....	929 m ²
Front Yard setback.....	4.6m min
Lot Coverage maximum.....	50%
Min Pervious surface area.....	20%
Driveways.....	1 per lot
Lot frontage.....	18.3m

Architectural Summary

The building has a footprint of 323,462 sq.ft. (including underground parking) and includes 199 units with a mix of 1, 2 and 3 bedroom units of various sizes. There are 18 surface parking stalls and 258 underground parking stalls for a total of 276 parking spaces and a ratio of 1.38. The building includes a variety of amenity space, with 3,800 sq.ft. indoor amenity space and additional outdoor amenity space at 4820 sf.

The building is nested into the top part of the Little Sackville River buffer setback to minimize the impact on the residential properties along the back property line. Further consideration was given to the rear yard river setback, and 35m setback at the north end and 60m setback at the south end. The river buffer will be preserved as a no-cut area with a narrow pathway located between trees to connect this site to the Sackville River Greenway. 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.

Summary

We believe that the proposed development is consistent with the policies which enable development agreements on Sackville Drive 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 site bordering the Little Sackville River 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. The public inner courtyard will be accessible to all Sackville residents and 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,



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