



The City of Saint John

Date: December 10, 2021
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: December 14, 2021

SUBJECT

Applicant: Comeau MacKenzie Architecture
Landowner: 626274 NB Limited
Location: 166 Leinster Street
PID: 55203368
Plan Designation: Medium to High Density Residential
Existing Zoning: Urban Centre Residential (RC)
Proposed Zoning: Urban Centre Residential (RC)
Application Type: Zoning By-law Amendment and Variances
Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Zoning By-law. Common Council will consider the Committee's recommendation at a public hearing on **Monday, January 10, 2022**.

The *Community Planning Act* authorizes the Planning Advisory Committee to grant reasonable variances from the requirements of the Zoning By-law. The Committee can impose conditions.

EXECUTIVE SUMMARY

The applicant is proposing to construct a 6-storey, 35-unit multiple dwelling. The proposal requires an amendment to the Zoning By-law's Central Peninsula Height Map to increase the maximum building height at the site from 14-metres to 20.6 -metres. Committee variances are required to remove the step back requirement at the 14-metre elevation, reduce the percentage of façade covered in clear glass windows, and to adjust the minimum amenity space dimensions. Additional variances will be considered separately by the Development Officer.

RECOMMENDATION

1. That Common Council amend Schedule G of the Zoning By-law and increase the maximum building height from 14-metres to 20.6-metres for the parcel of land having an area of approximately 1365 square metres, located at 166 Leinster Street, also identified as PID Number 55203368.
2. That the Planning Advisory Committee grant a variance to Section 15.2(a) of the Central Peninsula Building Height and Massing Overlay (CPO) zone to allow for the proposed building to be developed without the provision of 3-metre façade step backs at the 14-metre elevation.
3. That the Planning Advisory Committee grant a variance to Section 10.1(3)(m)(ii) of the Urban Centre Residential (RC) Zone to allow for the proposed building to reduce the required area covered by windows with clear glass from 15 percent to approximately 13 percent.
4. That the Planning Advisory Committee grant a variance to Section 6.3(c) of the Zoning By-law to reduce the required amenity space minimum dimension from 6-metres to approximately 5-metres.
5. That the above variances from the Zoning By-Law be subject to the following condition:
 - the planting of a minimum of one tree or shrub for every 45 square metres of required front yard along the Princess Street, Leinster Street and Crown Street frontages provided at least 50 percent of the required plants are trees, and that the plans submitted with the building permit application detail this landscaping.

DECISION HISTORY

There are no known decisions involving the subject site.

ANALYSIS

Proposal

The applicant is proposing to construct a 6-storey, 35-unit multiple dwelling on a vacant lot with frontages on Crown, Princess, and Leinster Streets. The proposed building provides 15 underground parking spaces and 3 surface parking spaces, underground bicycle parking, and

shared fitness room. The building is proposed to be made up of market units, with 6 one-bedroom units, and 29 two-bedroom units.

The building has an overall height of 20.6-metres from average grade based on a height of approximately 19.06-metres on the Leinster Street side and approximately 22.21-metres on the Princess Street side.

Site and Neighbourhood

The subject site is a vacant lot in the City's South End Neighbourhood, a historic urban neighbourhood adjacent to the City's centre. The subject site is bound on the north by Leinster Street, on the south by Princess Street, and on the east by Crown Street. Both Princess and Leinster Streets slope towards Crown Street, creating an average elevation change of approximately 2-metres from the western edge of the subject site to the Crown Street frontage. The surrounding development pattern is residential, with a mixture of unit counts and typologies including single unit, two unit, and semi-detached dwellings, and purposely built and converted multiple dwellings. Although the subject site is not within a registered Heritage Conservation Area, the surrounding built form is characterized by its historic, compact residential development pattern. The buildings in the surrounding area range from two to four storeys in height with a mixture of materials represented including masonry, wood cladding and shingles, and vinyl siding. Buildings in the surrounding area have minimal setback from the street, with minimal or no side yard separation between buildings.

There is a railway line located to the east of the site, across the Crown Street right-of-way and running along the coastline terminating at the Potash Terminal located at the southern-most extent of the City's Central Peninsula. To the east of the railway line is Courtenay Bay Channel, which will provide some of the units with a water view.

The subject property also benefits from its location within the Central Peninsula. The property is located within one block of a transit stop, which provides greater connectivity to the broader city. The residents will also benefit from the proximity to a variety of community spaces, community and government services and countless local businesses. This includes King's Square, the Loyalist Burial Ground, and Service New Brunswick, and the broader Uptown Core.

Municipal Plan, Secondary Plan and Zoning

Municipal Plan

The area is designated Medium to High Density Residential in the Municipal Plan. The Medium to High Density Residential designation is intended for higher density housing forms including multiple dwellings such as the one proposed for the subject site. The site is also within an Urban Neighbourhood Intensification Area in the Municipal Plan which describes neighbourhoods that are appropriate for re-urbanization and increased residential density. These neighbourhoods are expected to capture nearly half of the targeted future growth and development in the City over the horizon of the Municipal Plan.

Central Peninsula Secondary Plan (CPSP)

The area is identified as being within the South End Neighbourhood in the CPSP. The South End Neighbourhood is described as the Central Peninsula's stable residential neighbourhood and is positioned for contextually appropriate, increasingly dense residential infill projects. The CPSP directs new development to be designed with minimal setbacks and complementary design characteristics to reinforce the South End as a dense, urban neighbourhood.

The proposed development meets the general intent of both the Municipal Plan and the CPSP. A municipal and secondary plan policy review as undertaken as part of the application review and analysis. The policy review can be found in Attachment 2.

Zoning By-Law

The subject site is within the Urban Centre Residential (RC) zone and the Central Peninsula Building Height and Massing Overlay (CPO) zone. The proposed development meets the spirit of both zones however, it will require a total of 11 variances from zone standards. These variances will be considered through PAC and Development Officer approval and are described in the table below.

Amendment to the Height Map

The Zoning By-law's Central Peninsula Height Map applies a 14-metre height limit to areas outside of the Uptown as a guideline to ensure future development is assessed for compatibility. Typical urban design best practice is a 1:1 ratio of street width (measured from building face to building face) to the height of the street wall except where a building frames an open space, such as Kings Square, where a ratio providing a higher building height is preferred. This section of Crown Street is a single loaded street with no buildings along the east side of the street, which also provides for a ratio which allows for greater building height as there is no sense of enclosure to be impacted by the additional height. The 1:1 ratio relating building height and street width allows for continued enjoyment of the pedestrian environment as it considers natural light filtration and limits wind tunneling. The sloping topography should also be considered when evaluating the proposed 20.6-metre building height in the context of the neighbouring buildings. The highest elevation along the western property boundary is 23.5-metres. The elevation at the corner of Princess and Crown Streets is approximately 18.5-metres, and 20.5-metres at the corner of Leinster and Crown Streets. It can be assumed that the 3 to 5 metre change in elevation will decrease somewhat through site preparation and grading however, it can also be assumed that the change in elevation will decrease the impact of the building height on the surrounding context. Based on the topography of the site, the height of the proposed development will appear shorter in height, and this will lessen the appearance of the overall scale of the building.

In addition, the conceptual design of the building proposes the establishment of a distinct base, middle and top of the building. The cladding of the building will be cementitious paneling. The ground floor is a dark grey colour featuring a distinct patterning on the panel. The middle storeys (2-4) will feature a light grey smooth panelling and the upper two-storeys will feature a white smooth panelling. The design elements serve to not only establish the ground floor as a

pedestrian scaled street wall, but to create a visual break throughout the building. Building cladding will be cementitious materials on all four sides, which exceed the requirements of the RC zone which only require specific materials on the front or flankage facades.

The proposed increase in height from 14-metres to 20.6-metres is supportable as it is in keeping with the intention of the Zoning By-Law and the policy direction of the Municipal and Secondary Plan.

PAC Variances

The following variances from the standards of the Zoning By-law are required to be considered by the PAC through the legislative jurisdiction provided to them under the *Community Planning Act*:

Standard	Proposed	Description
6.3(c) When outdoor landscaping or an indoor area is provided as required common amenity space it shall have no dimension less than six metres.	5-metres	Reduce the proposed width of the fitness room area to approximately 5-metres.
10.1(3)(m) Shall have at least 15 percent of its area covered by windows with clear glass	13%	Reduce the amount of area cover in windows with clear glass by 2%.
15.2(a) Buildings oriented towards a street that are greater than 14 metres in height shall have a minimum step back at 14 metres for any additional storey(s). The step back shall have a minimum depth of three metres away from the street facing front façade.	0 step back	Remove the required step back at 14-metres.

The proposed fitness room layout includes a nook-type area that measures 4.5-metres by 5-metres. The remainder of the proposed fitness room meets the 6-metres minimum dimension described in the Zoning By-law. Varying the size of rooms falls within the Committee's jurisdiction under the *Community Planning Act*.

The *Community Planning Act* requires the Committee's input when the design, character, and appearance of buildings is requested to be varied from the Zoning By-law standard. The requested reduction in the percentage of the façade covered with clear windows is minimal and primarily caused by limited windows along the west elevation of the building. The west elevation shares a property line with a multiple unit. The multiple units have amenity space and parking facing the shared property line. The proposed building appears to be designed with unit windows primarily facing the street frontages.

The removal of the required step back at 14-metres is considered a building design variance and, therefore, falls within the jurisdiction of the Committee. This variance is supportable considering the overall height and massing of the building does not appear to impact the pedestrian experience. The intention of this requirement is to ensure the public realm is

protected and enhanced by infill developments. This specific section of Crown Street is undeveloped along its eastern edge. There is a rail line below the street grade along this section of Crown Street and therefore it is unlikely to be subject to infill development in the future. This absence of a street wall further supports the removal of the step back requirement as the area is open to natural light and will not be subject to shadows from cross street buildings.

As a condition of the PAC variance approvals, Staff recommend a condition requiring enhanced landscaping along the three Public Street frontages of the site.

Development Officer Variances

Variances related to parking and access standards, lot area and setbacks will be considered by the Development Officer through the legislative jurisdiction provided to them under the *Community Planning Act*:

Conclusion

Staff recommend approval of the amendment to the Zoning By-law's Central Peninsula Height Map to permit a 20.6-metre building at the subject site. Staff are recommending the Committee approve the requested variances to remove the step back at the 14-metre elevation, the reduction in amenity space dimension, and the reduction in percentage of façade area covered by clear glass windows.

ALTERNATIVES AND OTHER CONSIDERATIONS

Given the jurisdiction provided to the Committee by the *Community Planning Act*, the Committee has the authority to formulate alternatives to Staff's recommendation or impose conditions.

ENGAGEMENT

Public

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on December 1, 2021. Notice of the Public Hearing for the Zoning By-Law amendment will be posted on the City of Saint John website prior to December 20, 2021.

APPROVALS AND CONTACT

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Application: 21-0220

APPENDIX

Map 1: **Airphoto**

Map 2: **Future Land Use**

Map 3: **Zoning**

Attachment 1: **Site Photography**

Attachment 2: **Municipal Plan and Secondary Plan Policy Review**

Submission 1: **Site Plan**

Submission 2: **Floor Plan**

Submission 3: **Elevations and Coloured Rendering**

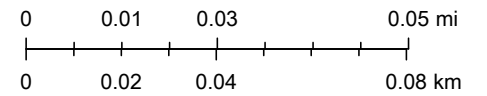
166 Leinster Street - Airphoto



2021-11-12

-  Subject Site
-  Primary Development Area
-  Property Parcels




1:2,257

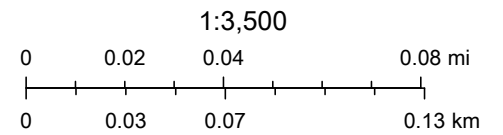


166 Leinster Street - Future Land Use

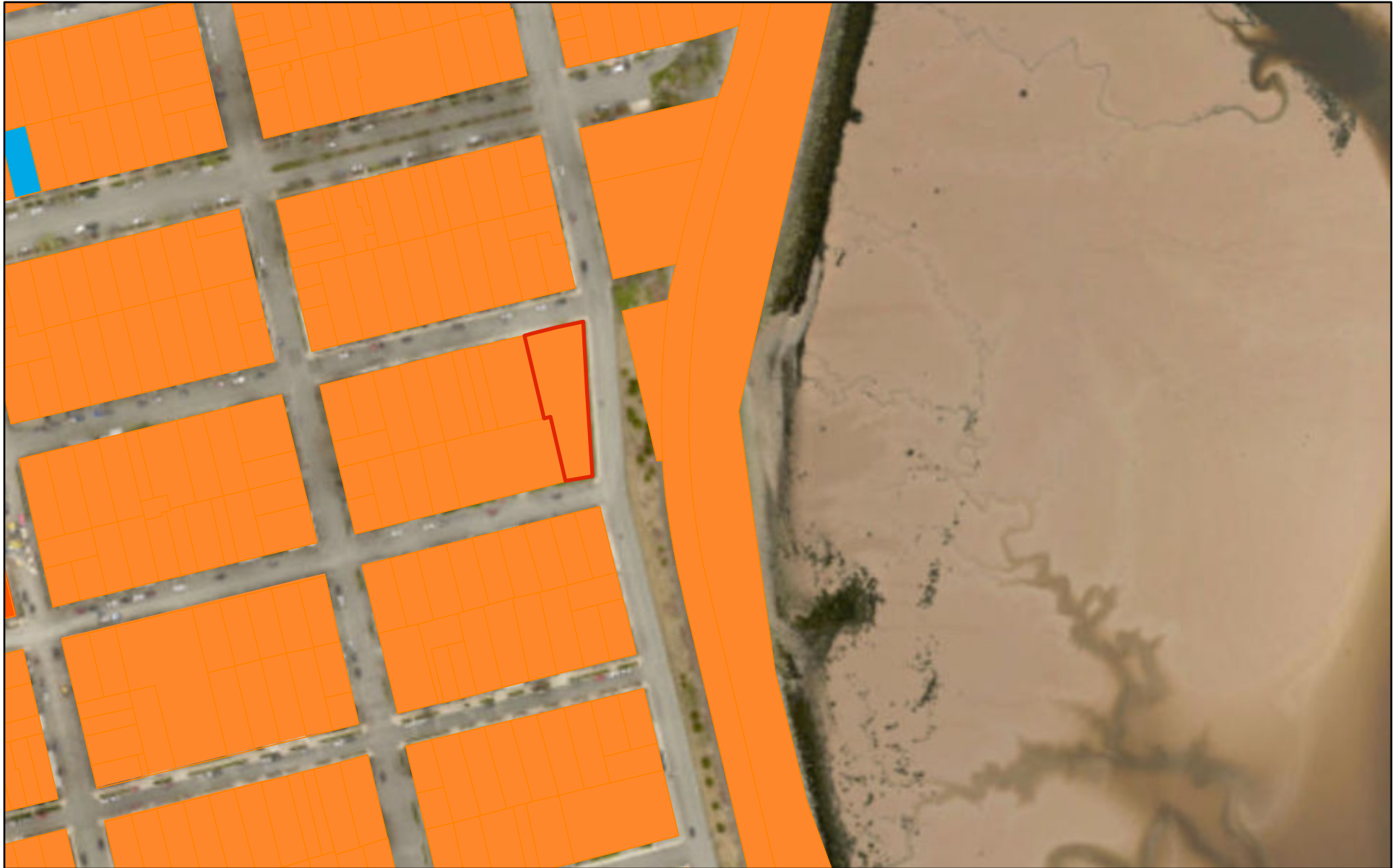


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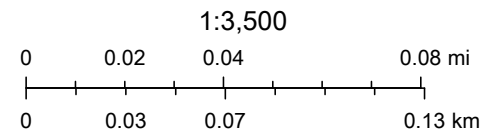
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|  | Subject Site | Future Land Use | |
|  | Property Parcels |  | Medium to High Density Residential |



166 Leinster Street - Zoning



2021-11-22





View of site looking south from Crown Street.



View of site from Leinster Street.



View of site from Princess Street.



View of shared property line from Princess Street.

Central Peninsula Secondary Plan

CPSP Policy	166 Leinster Street Assessment
<p>BD-4 Consider proposals for development that exceed the Zoning Bylaw provisions for height on the Central Peninsula through an amendment to the Zoning Bylaw. In evaluating such proposals consideration shall be given to the following criteria:</p> <ul style="list-style-type: none"> • The proposed height variance does not negatively impact pedestrian street conditions and sun exposure and wind impacts are considered through the Design. • That the proposal does not adversely impact the character of the City’s Heritage Conservation areas; • The general intent and purpose of Plan SJ, this Secondary Plan, and supporting Bylaws is maintained. 	<p>Where the eastern side of Crown Street is undeveloped, considerations in the building design for sun exposure and wind impacts are minimal. The general topography of the area allows for a decreased impact of the height and mass of the building on surrounding properties as the proposed building is located at the lowest elevation of Princess and Leinster Streets.</p> <p>The subject site is not within the immediate vicinity of a Heritage Conservation Area and, therefore, will not impact those properties.</p> <p>The South End Neighbourhood is identified in both the Municipal Plan and Secondary Plan as being a target area for increased density and residential growth. The proposed development is in keeping with the intent of the City’s policy direction and will ensure the best use of the development site.</p>
<p>BD-5 Direct new tall buildings to areas where height currently exists, where height can be accommodated seamlessly, or where height is insulated from existing neighbourhoods due to topography or other site conditions.</p>	<p>The proposed building is located within a diverse residential neighbourhood that features a variety of building structures. The established height in the area ranges from 2-storeys to 4-storeys, which provides context to the scale of the neighbourhood. The building is proposed to be 6-storeys in height, which exceeds the height established by the surrounding buildings.</p> <p>While the building is taller than those in the immediate vicinity, it is suitable due to a variety of factors. The building’s height will benefit from the sloping topography of the development site, which will reduce the impact on adjacent properties. Overall, the site’s elevation changes between 3 and 5-metres from the western property line to the eastern property line (Crown Street frontage).</p> <p>In addition, as the subject site is a corner lot, the proposed development does not have an adjacent property located to the eastern side of Crown Street in this specific area. This will limit the proposed building’s cross-</p>

Attachment 2: Municipal Plan and Secondary Plan Policy Review – 166 Leinster Street

	<p>street impacts regarding shadows and wind conditions. The site conditions support the proposed increase in height.</p>
<p>BD-7 Ensure the massing of buildings considers and protects the pedestrian street level experience, including sky views and sunlight penetration to the street while minimizing wind.</p>	<p>The unique characteristics of the subject site allow for the preservation of sky views, sunlight penetration, and the minimizing of wind conditions. Because of the sloping conditions on the site and the lack of development potential on the eastern portion of Crown Street, the design of the building, including height and massing, can be reasonable accommodated on the subject site.</p>
<p>BD-8 Provide transitions in scale to Heritage Conservation Areas, low-rise residential areas, and the waterfront.</p>	<p>The proposed development is located within a traditional residential neighbourhood within the Central Peninsula. The surrounding area is characterized by 2 to 4-storey residential buildings and a varying topography which decreases in elevation from west to east, towards the Courtney Bay Channel.</p> <p>The changing topography will help to minimize the visual impact of any taller buildings on the neighbourhood and creates a natural transition from the residential development to the waterfront.</p>
<p>BD-11 Outside of the Trinity Royal Heritage Conservation Area, ensure street wall heights maintain a comfortable, human scaled street enclosure, generally a maximum of five storeys in commercial areas and two storeys in residential neighbourhoods.</p>	<p>The height of the proposed building exceeds that of the surrounding area. The surrounding area is characterized by a historic, residential development pattern which ranges from 2 to 4 storeys. The proposed 6-storey building will be visually impactful; however, the sloping conditions of subject site will lessen the impact to neighbouring properties and pedestrians.</p> <p>The site's elevation changes between 3 and 5-metres from the western property line to the eastern property line (Crown Street frontage). The change in elevation is equivalent to a modern building storey which typically ranges from 3 to 4.5-metres on average. Considering the topography, once constructed, the building should have the feel of being a single storey taller than the surrounding buildings.</p> <p>The conceptual rendering, included in the rezoning package, uses materials and a colour pallet to establish a separate base, middle and top to the building. As per the Leinster Street façade, the ground floor will feature a dark grey colour and textured cementitious materials. This</p>

Attachment 2: Municipal Plan and Secondary Plan Policy Review – 166 Leinster Street

	<p>will establish the portion of the street wall that is most closely connect to the pedestrian realm. Storeys 2-4 will feature a light grey colour with a smooth cementitious material and the upper 2-storeys will feature a white colour using the same smooth cementitious materials as the middle storeys.</p>
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Municipal Plan Policy Review

Municipal Plan Policy	166 Leinster Street Assessment
<p>Policy LU-45 Within the Medium to High Density designation, permit a range of housing types with an emphasis on the provision of higher density housing forms such as apartment, condominium, and townhouse units. Nothing in the Municipal Plan, however, shall be interpreted to prohibit lower density forms of residential development in this designation, provided that minimum residential density targets have been met for the Intensification Area as a whole. Other compatible uses may be permitted in the Medium to High Density designation without amendment to the Municipal Plan including, but not limited to convenience stores, home occupations, neighbourhood retail uses, parks, and community facilities.</p>	<p>The proposed building is a multiple-unit dwelling, which will provide 35 new residential units within the Central Peninsula. The proposal conforms to the intention of this policy.</p>
<p>Policy LU-46 Achieve a minimum gross residential density per hectare in lands designated Medium to High Density of 45 units per net hectare. Density shall not be calculated on a property by property basis but shall be calculated in the Intensification Area as a whole.</p>	<p>The density of the proposed development will support this policy and increase the overall neighbourhood density towards the target established in the Municipal Plan.</p>
<p>Policy UD-9 Ensure all development proposals generally conform to the following General Urban Design Principles:</p> <p>a. That new development respect and reinforce the existing and planned context in which it is located through appropriate setbacks, landscaping, buildings entrances, building massing, architectural style and building materials. Specifically, the built-form of new development shall be designed to achieve the following objectives for specific areas of the City:</p> <p>i. In the Primary Centre and Neighbourhood Intensification Areas, as identified on the City Structure map (Schedule A), new development will be located and organized to frame and</p>	<p>a. The proposed development represents the infill of the block face bounded by Princess, Leinster, and Crown Streets. The breadth of the block face presents an opportunity for increased height and massing to be more easily integrated into the surrounding context.</p>

Attachment 2: Municipal Plan and Secondary Plan Policy Review – 166 Leinster Street

<p>support the surrounding public realm and massed to fit harmoniously into the surrounding environment, including appropriate transitions in height and massing to areas of lower intensity development, as set out in Policy UD-11;</p> <p>b. Locating building entrances facing the public street;</p> <p>c. Designing sites to incorporate existing natural features and topography;</p> <p>e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage;</p> <p>f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm;</p> <p>g. Designing sites, buildings and adjacent public spaces as complete concepts with integrated functions;</p> <p>h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building;</p>	<p>i. The subject site is located in an Urban Neighbourhood Intensification Area. Although the proposed development is unique in its height and mass when considering the neighbourhood context, the unique topography allows it to fit reasonably in the surrounding context. The infilling of the block face improves the pedestrian experience and public realm along the section of Crown Street, which is currently vacant.</p> <p>b. Building entrances are proposed to be located on Princess and Crown Streets, with the primary building entrance fronting onto Leinster Street.</p> <p>c. The proposed development will be built into the existing slope.</p> <p>e. The building is proposed to have a façade of cementitious materials, with base, middle, and top delineated by changes in the colour of materials. The building is vertically articulated along the Crown Street frontage through a set of continuously increasing setbacks. The proposed façade is representative of contemporary design in line with proposals of a similar scale proposed throughout the City.</p> <p>f. The subject site is located along a well-used pedestrian route. The proposed development introduces landscaping along the Crown Street frontage that constitutes an improved public realm as the subject site is currently vacant and overgrown with grasses.</p> <p>g. The South End Neighbourhood is a compact, urban, residential neighbourhood that is highly functional by form. The proposed development will continue the compact urban form.</p> <p>h. The building is proposed to be clad in cementitious materials with a defined base, middle, and top. This design is in keeping with the surrounding development pattern.</p>
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Attachment 2: Municipal Plan and Secondary Plan Policy Review – 166 Leinster Street

<p>i. Designing for visual interest by incorporating well-articulated building façades, landscaping, local history, public art and/or culture into sites and buildings;</p> <p>k. Encouraging sustainability in design by:</p> <ul style="list-style-type: none"> i. Utilizing reused, recycled, renewable or local building materials where possible; ii. Using green building or neighbourhood standards; iii. Designing for energy efficiency and alternative sources of energy; iv. Designing for water conservation and on-site stormwater management; v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees; vi. Designing sites and buildings to work with, rather than against, the natural environment by designing according to the topography, hydrology, ecology and natural drainage patterns of the site and taking advantage of passive solar gain and natural light; and vii. Using native vegetation for landscaping where appropriate. <p>l. Designing sites and buildings according to the Crime Prevention through Environment Design (CPTED) principles to promote safety and security, in balance with other urban design goals;</p> <p>m. Locating and screening parking and loading facilities so they are generally not visible from the street, particularly in Centres and Neighbourhood Intensification Areas;</p>	<p>i. The proposed building is vertically articulated along the Crown Street frontage and proposes the base, middle, and top of the building be identified through changing the colour and texture of the cementitious cladding. The proposed landscaping improves the public realm on the Princess, Leinster, and Crown Street frontages.</p> <p>k. Staff note the opportunity to improve stormwater management in the area as requirements will result in post-development flows being limited to the pre-development flow from the site. The sloping conditions of the area create fast moving water from Princess and Leinster Streets. Additional catchment of stormwater from the proposed development will positively contribute to the pedestrian experience in the area and limit negative effects of fast moving runoff.</p> <p>l. A complete CPTED Analysis could be conducted once full detailed design plans are created but this is not required as a condition of approval.</p> <p>m, n, & q. The majority of the proposed parking is located underground, as is the garbage enclosure and other maintenance related storage. Surface parking is minimal and is</p>
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<p>n. Limit surface parking between the front of a building and the public street or sidewalk;</p> <p>o. Design safe and direct access to buildings for pedestrians, cyclists and transit users by providing walkways from the public street, transit stops, and parking areas to main building entrances and including bike parking and end-of-trip facilities, where appropriate, and mid-block connections where possible;</p> <p>p. Design sites and building accesses that are barrier-free, convenient and have clear signage; and</p> <p>q. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and the public realm.</p>	<p>proposed in the required front yard. It should be noted that the required orientation of the site by Zoning By-law definition, situates the front yard along Princess Street. The main entrance is oriented towards Leinster Street and the most impactful frontage is along Crown Street. There is no surface parking planned for either of these frontages.</p> <p>o. The design of the building places the prominent entrance for pedestrians at the Leinster Street frontage. Access to vehicle and bicycle parking is along the Princess Street frontage. The South End Neighbourhood is a compact urban neighbourhood and therefore the subject site is well connected to most transportation options. Public transit users must access transit service from Union Street as there are no transit routes that pass this section of Crown Street.</p> <p>p. Detailed design of the building should address design features and signage indicating entrances and wayfinding including delineation of the private residence from the public realm.</p>
<p>Policy UD-11 Ensure that new development and significant redevelopment in Neighbourhood Intensification Areas and Primary Centres will be designed to enhance the surrounding public realm and to complement the existing context while providing opportunities for intensification, where appropriate. In particular, development will demonstrate due consideration to:</p> <p>a. Designing sites and buildings for people as the primary focus and with setbacks that are generally consistent with those of adjacent buildings;</p> <p>b. Creating animated, active streetscapes with interesting façades and human scale buildings and setbacks, particularly at</p>	<p>a. The proposed design aligns with this requirement through meeting the by-law.</p> <p>b. See previous comments regarding improvements to street wall by creating a block face and improved public realm.</p>

<p>the street level. Within the Uptown and other Urban Neighbourhood Intensification Areas, development should generally establish a human scale street wall with an appropriate ratio between the street wall height of the building and the width of the street;</p> <p>e. Strongly encourage new development to provide ground floor ceiling heights that are consistent with the ground floor ceiling heights of adjacent buildings;</p> <p>f. Creating appropriate transitions in scale and height to areas of lower intensity;</p> <p>g. Defining appropriate standards for above grade step-backs and separation distances of buildings to ensure adequate street level conditions with respect to minimizing wind and maximizing sun penetration and sky exposure;</p> <p>h. Generally locating building entrances to connect directly to the public street network and clearly articulating the building entrance;</p> <p>k. Designing for active and alternative modes of transportation by providing convenient access to buildings from transit stops, including bicycle parking and end-of-trip facilities where appropriate, and mid-block pedestrian connections where possible;</p> <p>l. Designing sites and buildings to facilitate social interaction by including patios, courtyards, plazas and sidewalk amenity space wherever possible to enliven the public or semi-public realm;</p>	<p>e. Due to the topography at the subject site, ground floor heights will appear distorted when compared with neighbouring buildings. The proposed floor to ceiling height of the ground floor will be approximately 3-metres which is consistent with the surrounding development pattern.</p> <p>f. The surrounding area is considered medium to high density therefore this policy does not apply to the development.</p> <p>g. No step backs are proposed, however, the subject site is located across from an undeveloped stretch of Crown Street and is at the base of a hilly area. These conditions create a street wall that is pedestrian friendly and visually impactful.</p> <p>h. The detailed design indicates this requirement is satisfied.</p> <p>k. The development site is located within one block of a transit stop and within a residential neighbourhood with an established sidewalk network. The proposed development will feature underground bicycle parking to support active transportation.</p> <p>l. The orientation of private outdoor amenity space (balconies) improves the public realm along this section of Crown Street as it allows increased ‘eyes on the street’, enhancing safety and creating an animated stretch of pedestrian pathway.</p>
<p>Policy UD-12 Ensure that in Neighbourhood Intensification Areas and Primary Centres, new development and significant redevelopment will locate and organize vehicle parking, access, and service areas</p>	<p>The design meets this condition, largely through providing internal parking and overflow parking being directed to surrounding on-street accommodations.</p>

<p>to minimize their impact on surrounding properties and the public realm by:</p> <ul style="list-style-type: none"> a. Sharing services, including public and private driveways, parking, and service areas wherever possible and where zoning permits; b. Sharing and minimizing the width of driveways and curb cuts across sidewalks; c. Providing vehicle service areas within buildings where possible; d. Providing underground parking where possible; e. Generally locating surface parking to the side or rear of buildings; f. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and the public realm; g. Integrating service connections, vents, mechanical rooms, and equipment within the architectural treatment of the building where possible; and h. Ensuring that parking areas, lobbies, service areas and stairwells are well-lit and visible from other locations, and clearly signed if they are not visible from the public street. 	
<p>Policy HS-2 Support the development of a wide range of housing types and forms of tenure in Neighbourhood Intensification Areas to redevelop and revitalize these neighbourhoods, in accordance with good land use planning principles.</p>	<p>The proposed development provides rental units in a high demand rental market.</p>

Policy I-2

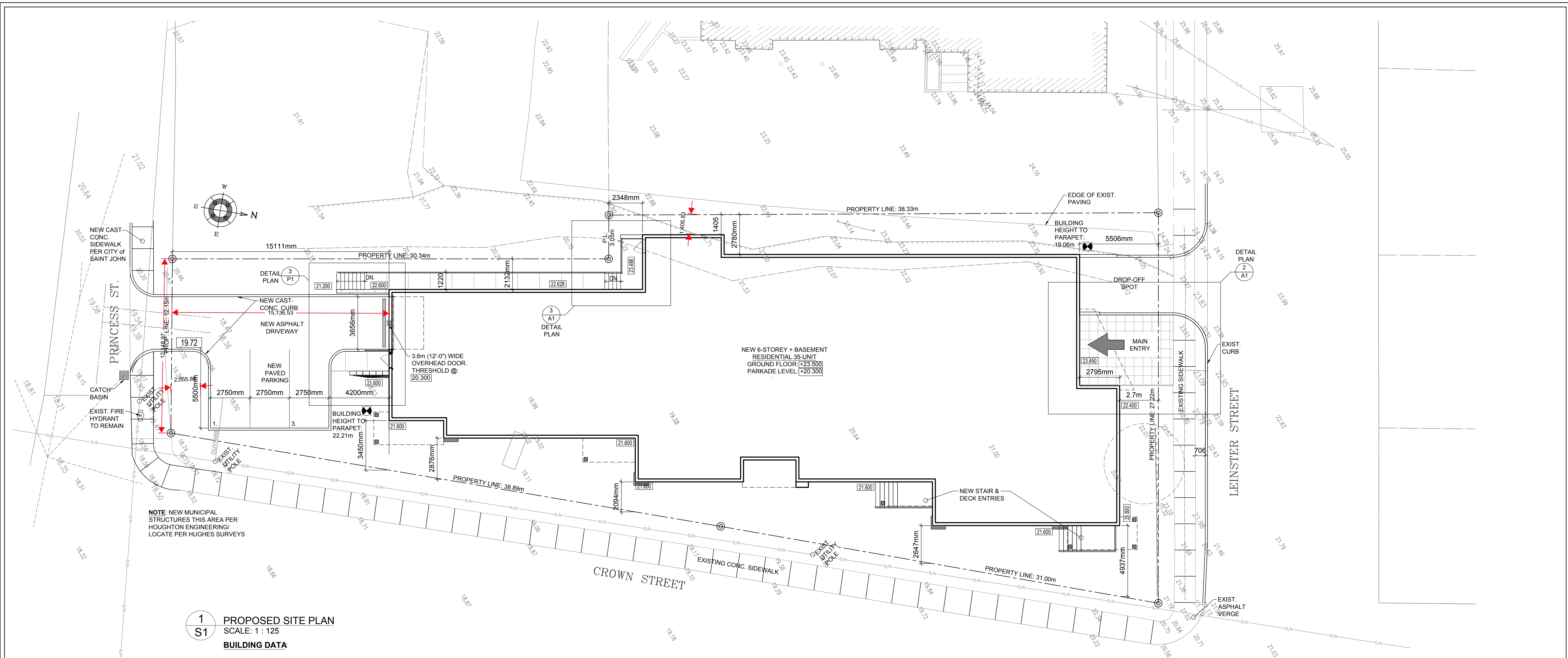
In considering amendments to the Zoning Bylaw or the imposition of terms and conditions, in addition to all other criteria set out in the various policies of the Municipal Plan, have regard for the following:

- a. The proposal is in conformity with the goals, policies and intent of the Municipal Plan and the requirements of all City bylaws;
- b. The proposal is not premature or inappropriate by reason of:
 - i. Financial inability of the City to absorb costs related to development and ensure efficient delivery of services, as determined through Policy I7 and I-8;
 - ii. The adequacy of central wastewater or water services and storm drainage measures;
 - iii. Adequacy or proximity of school, recreation or other community facilities;
 - iv. Adequacy of road networks leading to or adjacent to the development; and
 - v. Potential for negative impacts to designated heritage buildings or areas.
- c. Appropriate controls are placed on any proposed development where necessary to reduce any conflict with adjacent land uses by reason of:
 - i. Type of use;
 - ii. Height, bulk or appearance and lot coverage of any proposed building;
 - iii. Traffic generation, vehicular, pedestrian, bicycle or transit access to and from the site;
 - iv. Parking;

The proposed development makes use of an existing vacant parcel located within the Central Peninsula and in an area of the City that has been earmarked for residential development and growth. As an infill project, it benefits from the connection and usage of existing City infrastructure including the transportation network, and underground services. The development site is within proximity to a variety of community and government services, green spaces, and commercial businesses.

Attachment 2: Municipal Plan and Secondary Plan Policy Review – 166 Leinster Street

<p>v. Open storage;</p> <p>vi. Signs; and</p> <p>vii. Any other relevant matter of urban planning.</p> <p>d. The proposed site is suitable in terms of steepness of grade, soil and geological conditions, locations of watercourses, wetlands and susceptibility of flooding as well as any other relevant environmental consideration;</p> <p>f. The proposal meets all necessary public health and safety considerations.</p>	
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1
S1 PROPOSED SITE PLAN
SCALE: 1 : 125

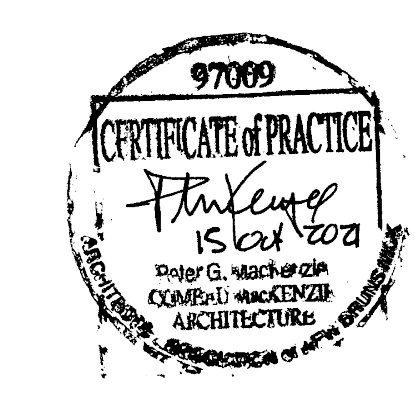
BUILDING DATA

- SITE AREA: 1 365m² / 14 689 Sq.ft.
- No. of UNITS: 34
- BUILDING HEIGHT: 15.74m (GROUND FLOOR TO HIGHEST FLOOR)

BUILDING FOOTPRINT
(GROUND FLOOR AREA): 698m² (7 513(Sq.ft.))
GROSS BUILDING SQUARE FOOTAGE (ALL FLOORS): 4 166m² (44 842 Sq.ft.)
LOT OCCUPANCY: 698m² of 1 365m² = 51%

UNIT MATRIX		BEDROOMS	
FLOOR	1B	2B's	FLOOR TOTAL
GROUND	1	4	9 → 9
2nd- 6th	1	5	11 x5 55
TOTAL PROJECT BEDROOMS			64

NO.	DATE	REVISION	DESCRIPTION
15	OCT. 2021	ISSUED FOR PLANNING APPS.	
27	AUG. 2021	ISSUED FOR DESIGN REVIEW	

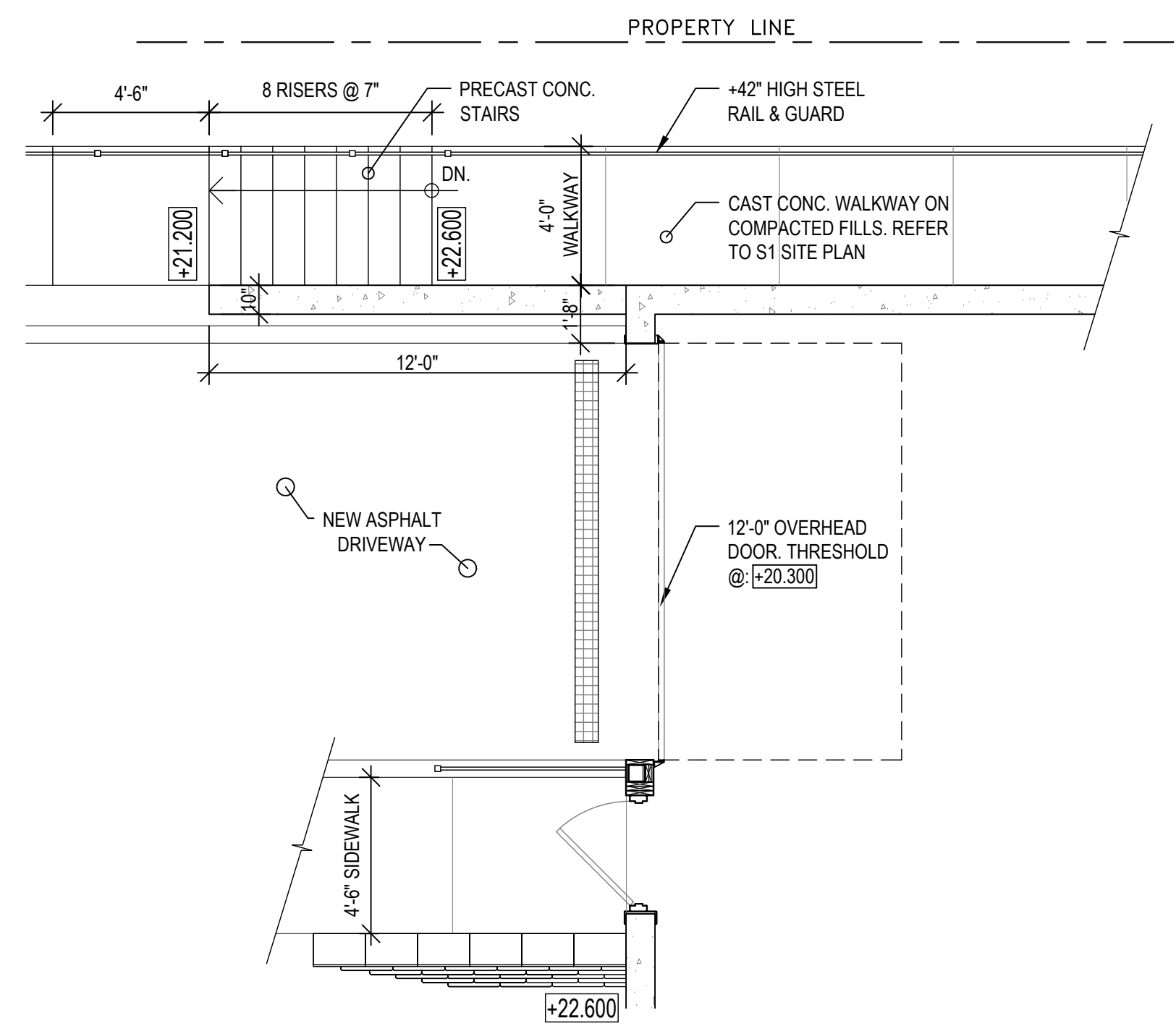
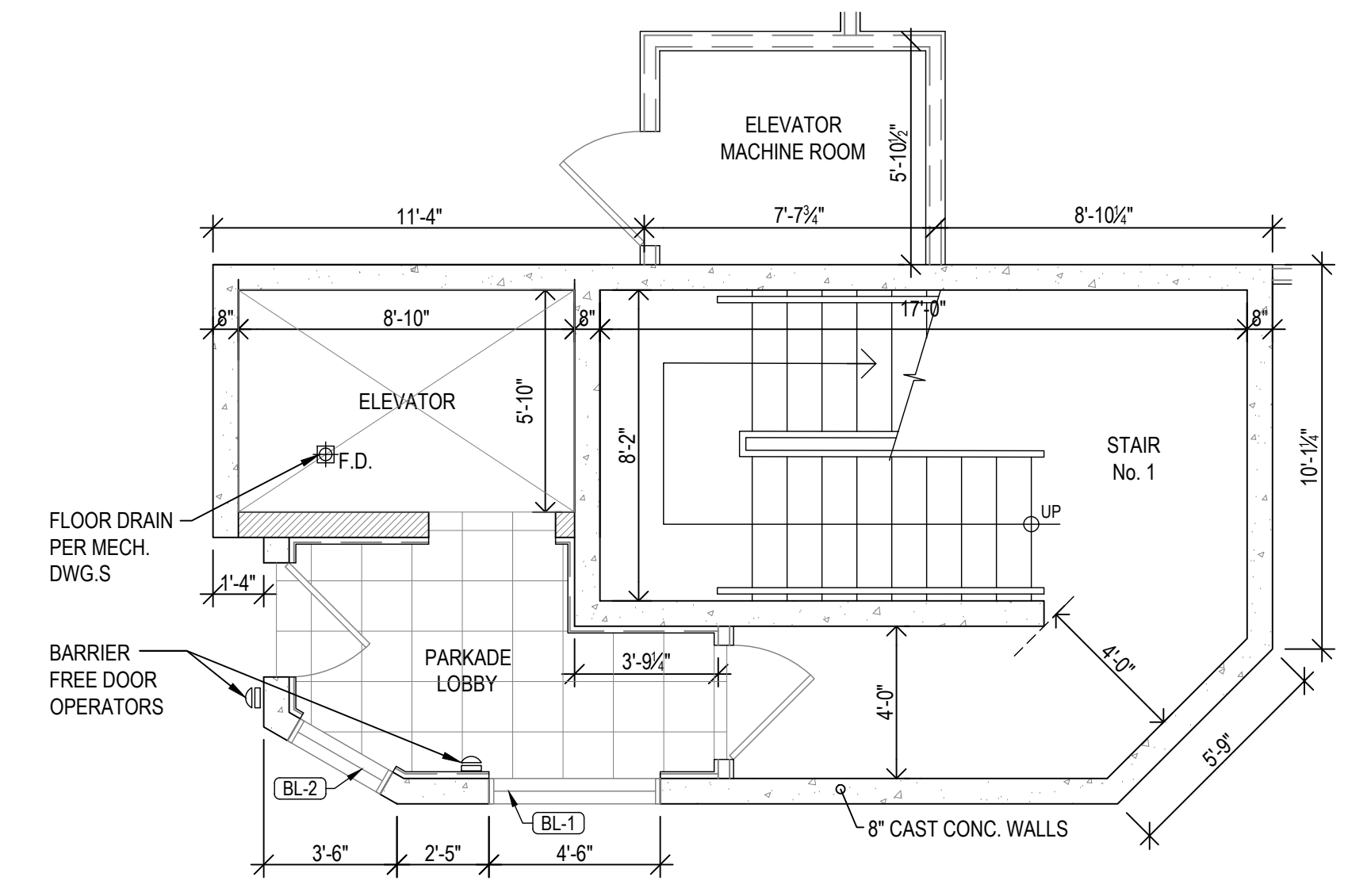
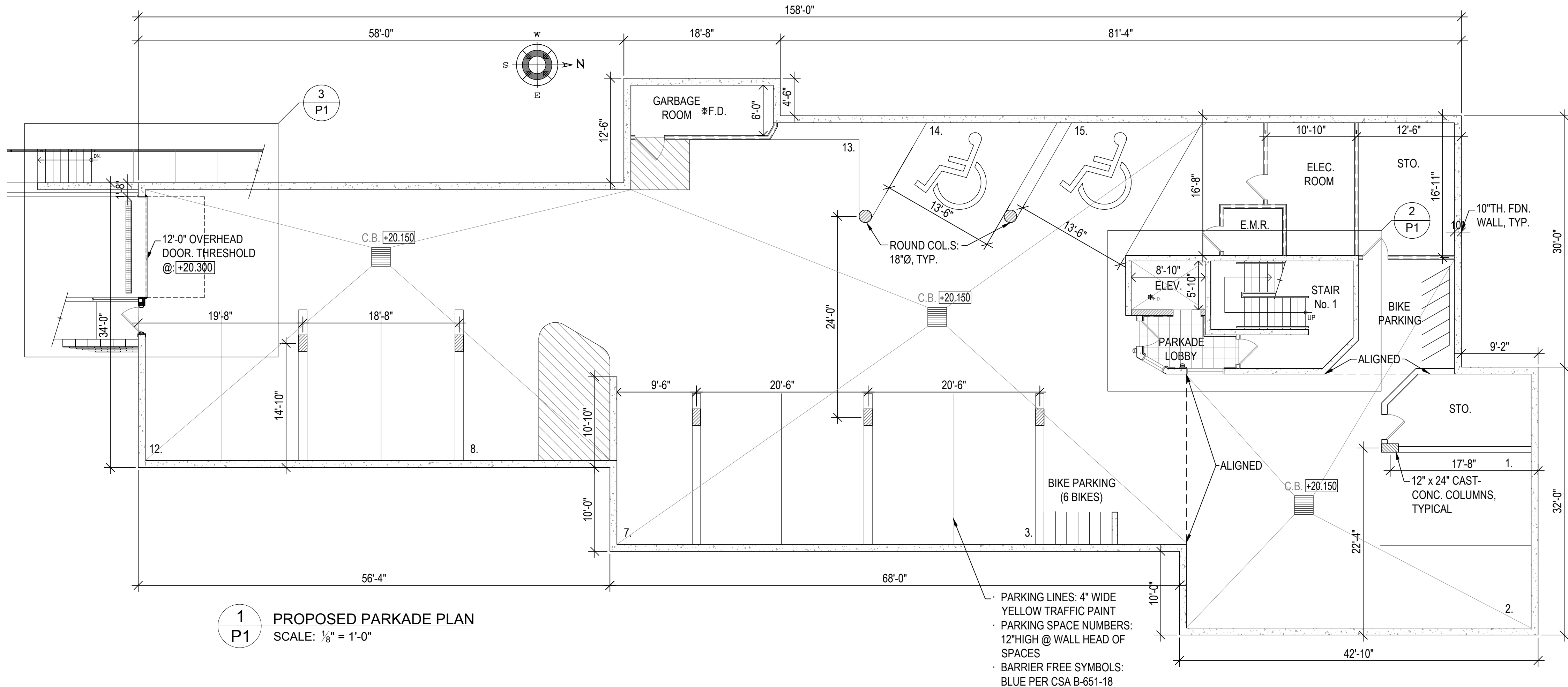


COMEAU MACKENZIE ARCHITECTURE
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PROJECT NAME:
'THE SKYLINE'
 35-UNIT RESIDENTIAL DEVELOPMENT
 LEINSTER STREET, SAINT JOHN NB

SITE PLAN

DRAWN BY:	AEP	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	JUL. 2021
PROJECT #	221372	DWG #	S1



NO.	DATE	REVISION DESCRIPTION
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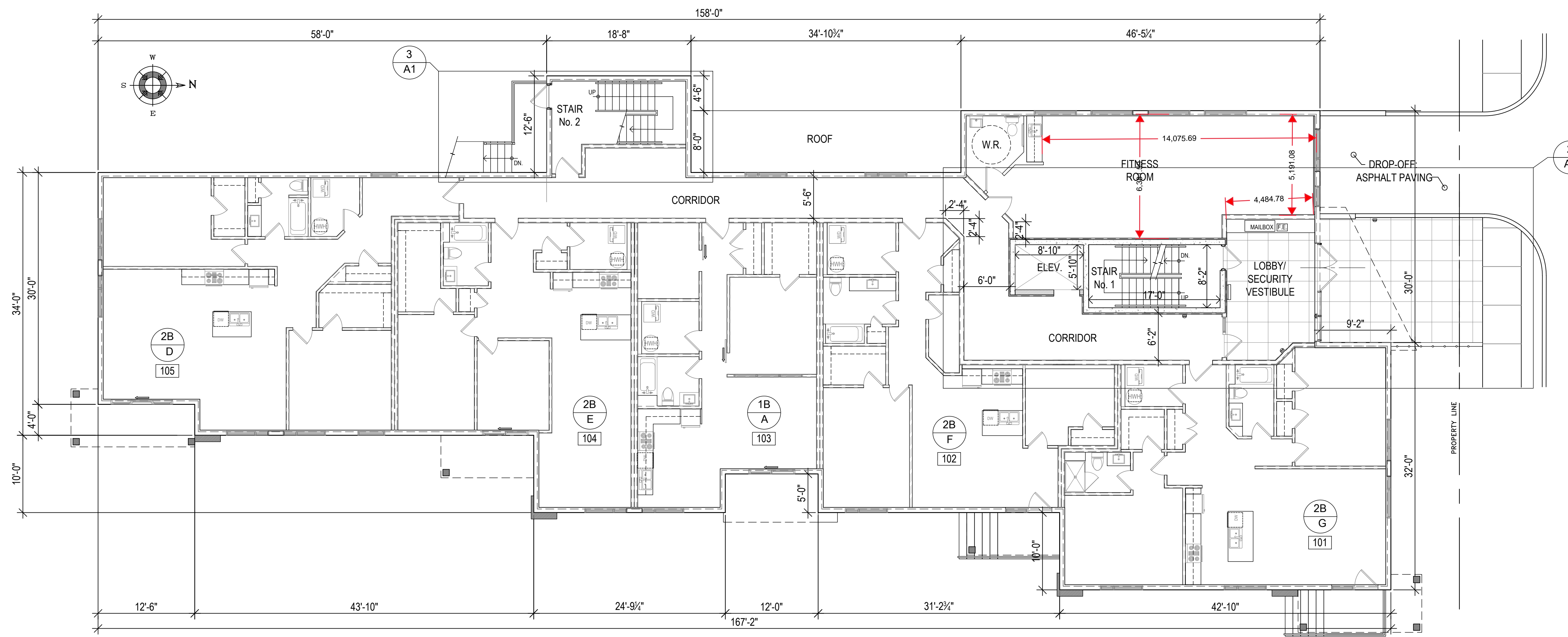
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PROJECT NAME: **'THE SKYLINE'**
35-UNIT RESIDENTIAL DEVELOPMENT
166 LEINSTER STREET, SAINT JOHN, NB

PARKADE PLAN & DETAILS

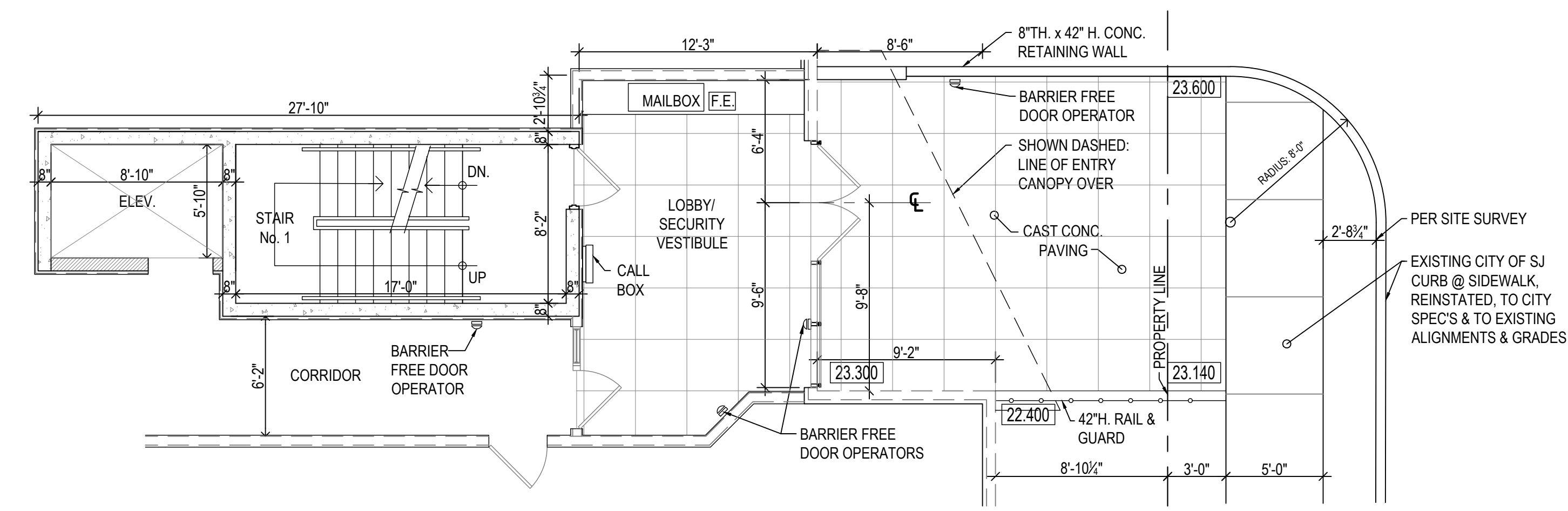
DRAWN BY:	AEP	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	AUG. 2021
PROJECT #	221374	DWG #	P1

Peter Mackenzie, Comeau Mackenzie Architecture 15/10/2021 10:30am 221374-Columns.dwg

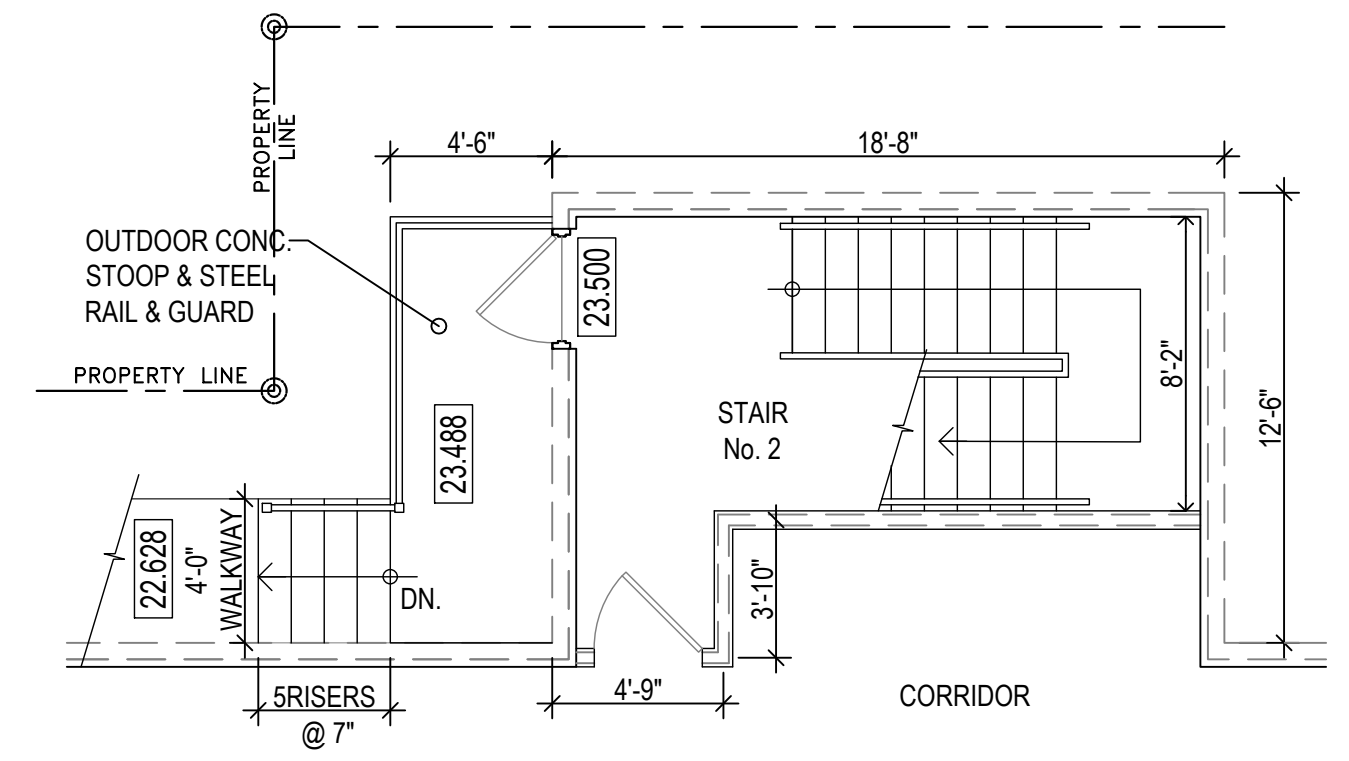


1
A1 PROPOSED GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

- NOTES:**
- WALL & PARTITION SCHEDULE PER DRAWING A0
 - DETAIL UNIT PLANS/DIMENSIONING PER DRAWINGS A8 & A9



2
A1 PLAN DETAIL: ENTRY & FORECOURT
SCALE: 3/16" = 1'-0"



3
A1 PLAN DETAIL: STAIR No. 2
@ GROUND FLOOR LEVEL
SCALE: 3/16" = 1'-0"

Peter MacKenzie, Comeau Mackenzie Architecture 15/10/2021 1:03pm 221374-Collins.dwg

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NO. DATE	REVISION DESCRIPTION

97009

CERTIFICATE OF PRACTICE

Handwritten Signature

15 Oct 2021

Robert G. Mackenzie
Comeau Mackenzie
ARCHITECTURE

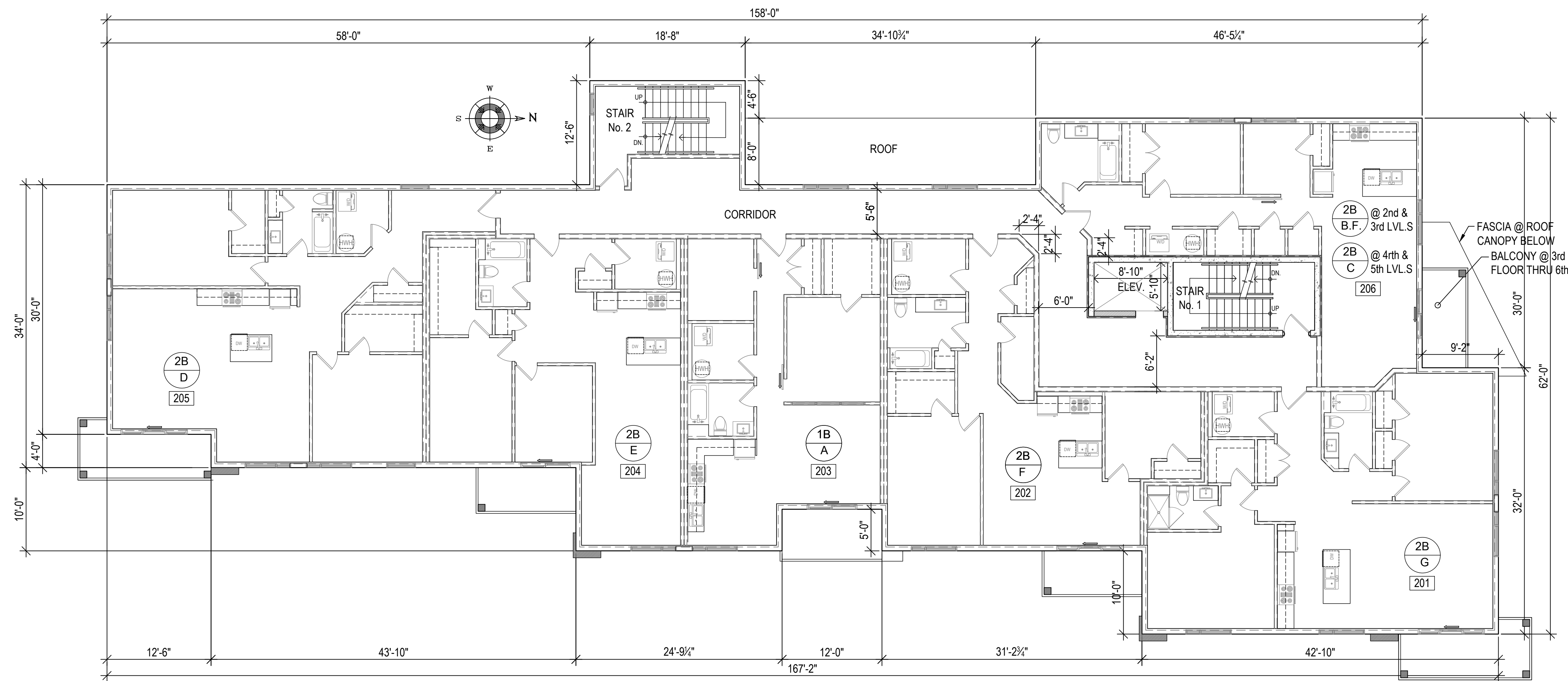
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PROJECT NAME:
**'THE SKYLINE':
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DEVELOPMENT**

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**GROUND FLOOR
PLAN & DETAILS**

DRAWN BY:	AEP	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	AUG. 2021
PROJECT #	221374	DWG #	A1



1
A2 PROPOSED TYPICAL FLOOR PLAN,
SECOND THROUGH FIFTH FLOORS
SCALE: 1/8" = 1'-0"

- NOTES:**
- WALL & PARTITION SCHEDULE PER DRAWING A0
 - DETAIL UNIT PLANS/DIMENSIONING PER DRAWINGS A8 & A9

Peter Mackenzie, Comeau Mackenzie Architecture 15/10/2021 1:03pm 221374-Collins.dwg

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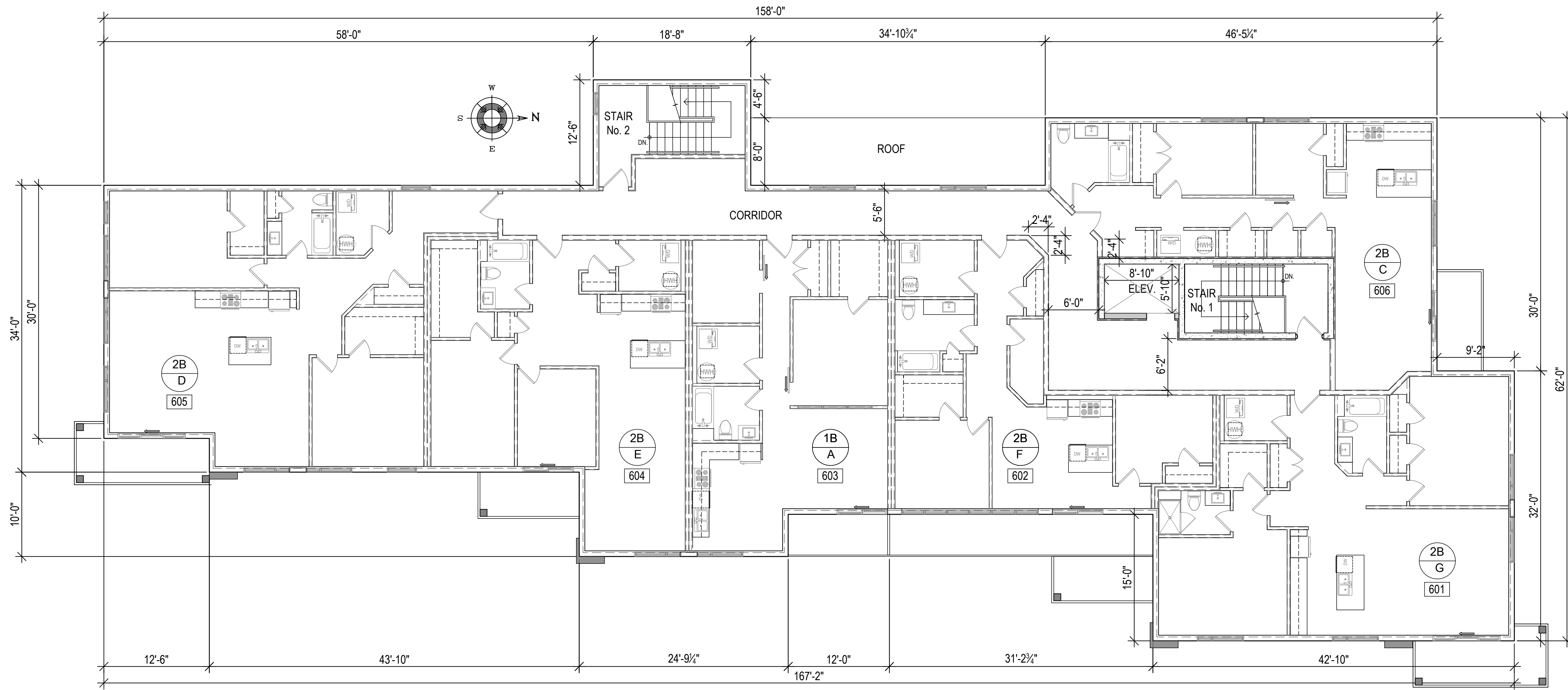
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PROJECT NAME:
'THE SKYLINE':
35-UNIT RESIDENTIAL
DEVELOPMENT

166 LEINSTER STREET,
SAINT JOHN, NB

TYPICAL FLOOR
PLAN: SECOND
THROUGH FIFTH

DRAWN BY:	AEP	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	AUG. 2021
PROJECT #	221374	DWG #	A2

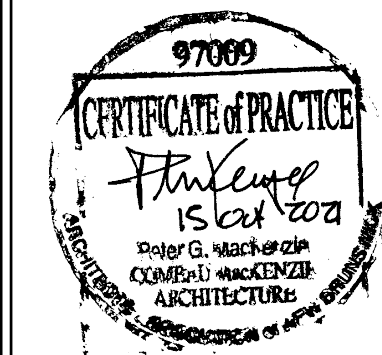


1
A3 PROPOSED SIXTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

- NOTES:**
- WALL & PARTITION SCHEDULE PER DRAWING A0
 - DETAIL UNIT PLANS/DIMENSIONING PER DRAWINGS A8 & A9

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27	27 AUG. 2021	ISSUED FOR DESIGN REVIEW	



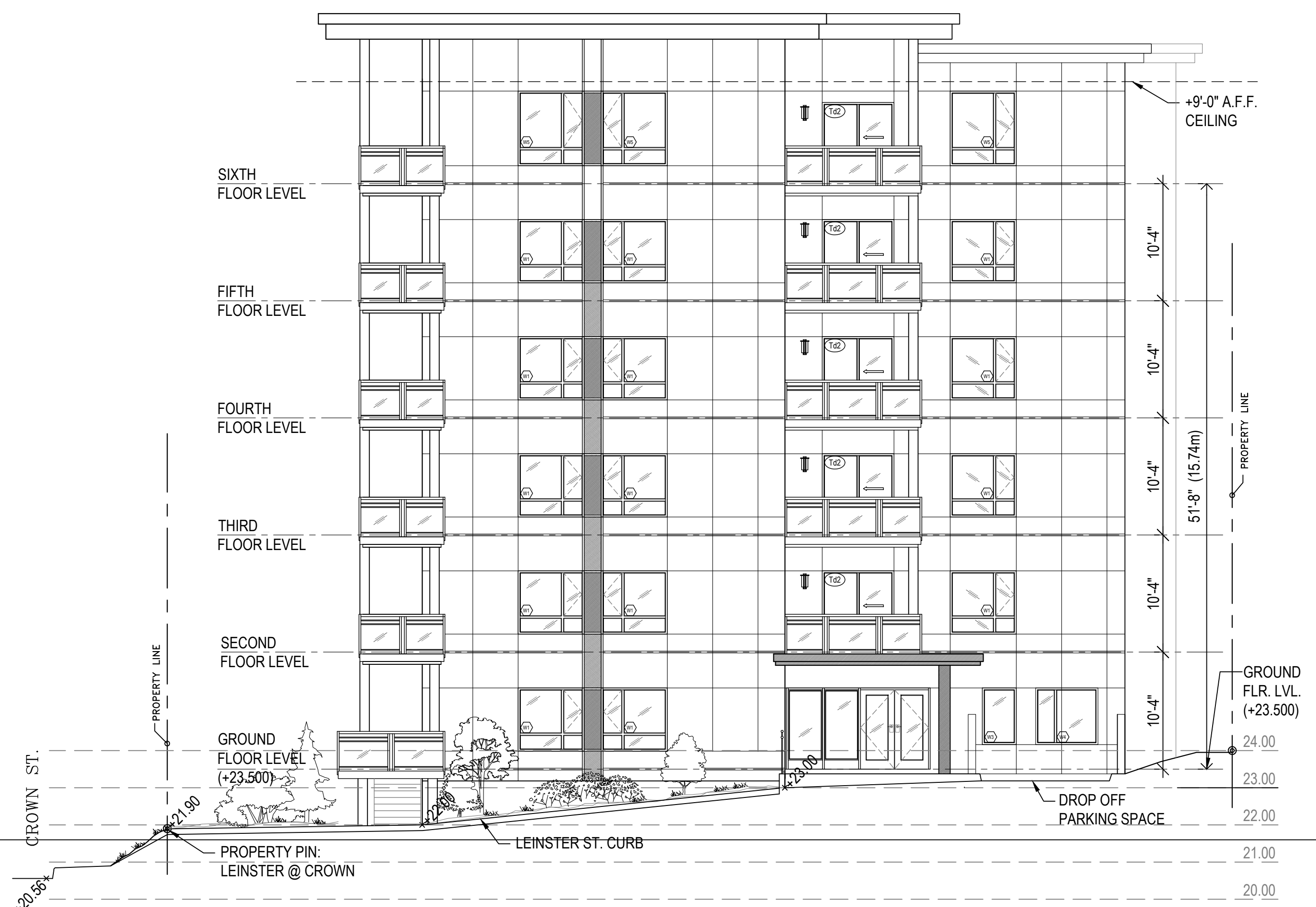
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SIXTH FLOOR PLAN	
DRAWN BY: AEP	CHECKED BY:
SCALE: AS SHOWN	DATE: AUG. 2021
PROJECT # 221374	DWG # A3



1 PROPOSED EAST ELEVATION
A4 SCALE: 1/8" = 1'-0"



2 PROPOSED NORTH ELEVATION (LEINSTER STREET)
A4 SCALE: 1/8" = 1'-0"



3 PROPOSED SOUTH ELEVATION (PRINCESS STREET)
A4 SCALE: 1/8" = 1'-0"

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97069

Peter G. Mackenzie
ARCHITECTURE

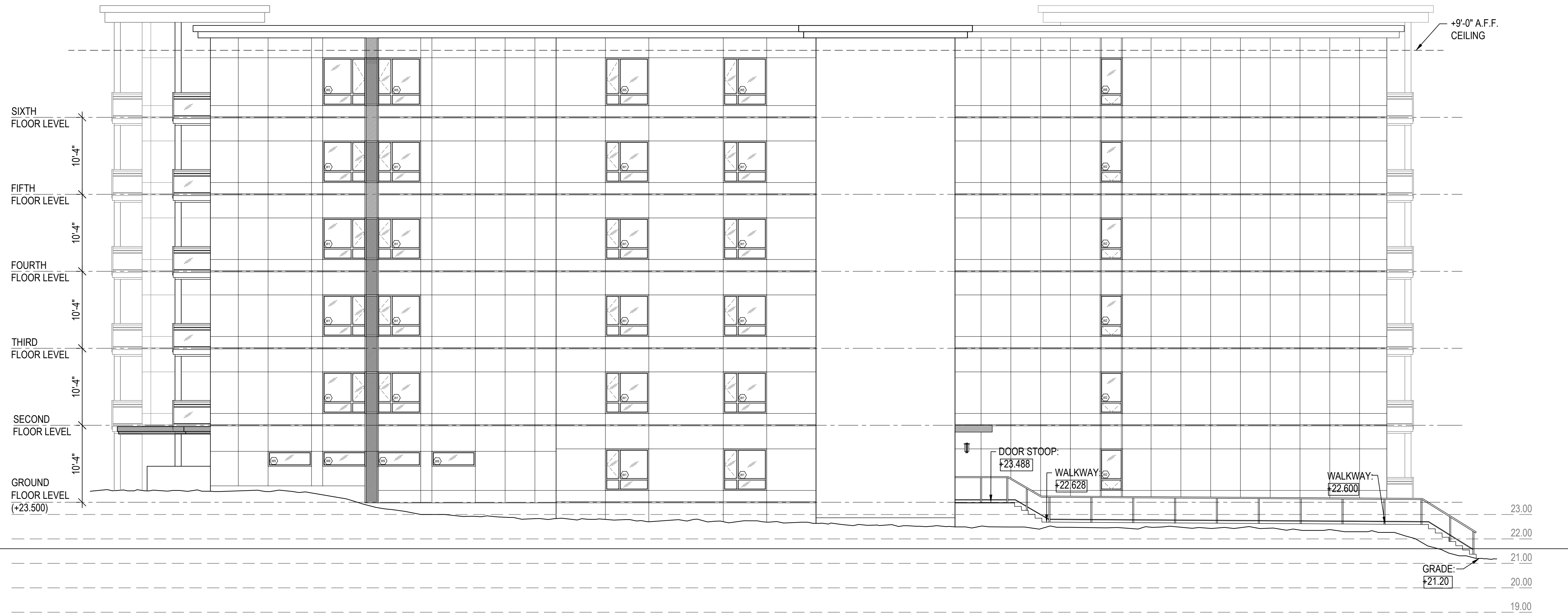
PROJECT NAME:
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DEVELOPMENT

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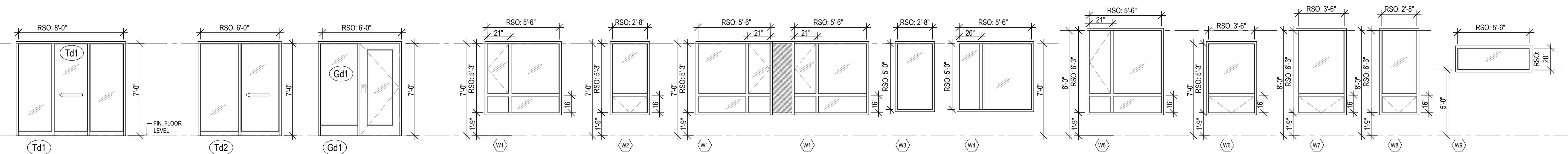
ELEVATIONS

DRAWN BY:	AEP	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	AUG. 2021
PROJECT #	221374	DWG #	A4

Peter Mackenzie, Comeau Mackenzie Architecture 15/10/2021 1:03pm 221374-Collins.dwg



1
A5 PROPOSED WEST ELEVATION
SCALE: 1/8" = 1'-0"

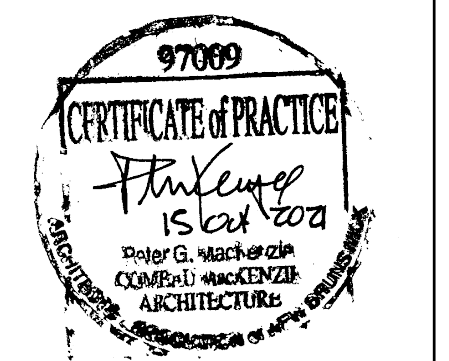


2
A5 EXTERIOR DOOR SCHEDULE
SCALE: 1/8" = 1'-0"

3
A5 WINDOW SCHEDULE
SCALE: 1/8" = 1'-0"

- WINDOW NOTES:**
1. WINDOWS BASED ON KOHLER, SUPREME ATLANTIC OR APPROVED EQUAL, c/w SCREENS, LOCKING.
 2. SEALED DOUBLE GLAZED UNITS, LOW-e/ ARGON-FILLED, CSA A440 A3, B6, C4, 140, F1 & S1, ENERGY STAR ZONE C or D, RATING 85 or BETTER.
 3. ALL DOORS & WINDOWS c/w LOCKING DEVICES & SCREENS.
 5. * INDICATES EGRESS WINDOW PER N.B.C.C. 9.9.10.
 6. NON-EGRESS WINDOWS, MAX. 4" OPENING SASH PREVENTERS.

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ELEVATIONS

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SCALE: AS SHOWN DATE: AUG. 2021
PROJECT # 221374 DWG # A5

