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Maggie Holm  
Principal Planner  
Current Planning | Planning & Development  
Halifax Regional Municipality

**Re: Development Agreement Application for a Proposed Mixed-Use Development at 1491 Sackville Drive, Halifax, NS (PID: 41516030)**

Dear Maggie,

On behalf of our client, Arch Developments, zzap Consulting Inc. is pleased to submit this Development Agreement (DA) application for a proposed commercial building and multi-unit residential development on Sackville Drive (PID: 41516030). To support this application submission, the following materials are enclosed:

- Application Form
- Attachment A: Application Letter
- Attachment B: Property Plan
- Attachment C: Site Plan
- Attachment D: Building Drawings
- Attachment E: Traffic Impact Statement
- Attachment F: Servicing Schematic

1.0 Summary of Development Proposal

Our client is seeking to construct a multiple unit dwelling consisting of 124 units and an 18,000 sqft commercial building on the site. The intention is to subdivide the property into two lots with each building on a different lot.

2.0 Enabling Policies

The subject property is designated 'Urban Residential' within the Sackville Municipal Planning Strategy and is zoned 'R-6 Rural Residential' within the Sackville Land Use By-law.

Policy UR-8, and Policy UR-20 of the Sackville Municipal Planning Strategy allows Community Council to consider Development Agreements, subject to several policy assessment criteria that are noted in section 3.0 of this letter.



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### 3.0 Rationale and Applicable Policy Analysis

The proposed development is consistent with applicable enabling planning policies. Additionally, the site is within proximity to a variety of goods, services, public transportation, and recreational amenities. Please refer to Table 1, which outlines how the proposed development adheres to applicable DA policy assessment criteria.

### 4.0 Closing

We trust that the enclosed materials satisfy the application requirements, and we look forward to working with Staff, Council and members of the public throughout the application process. Should you have any questions, clarifications, or comments regarding this application, please do not hesitate to contact the undersigned.

Sincerely,



Chris Markides, MCIP, LPP  
Senior Planner  
ZZap Consulting Inc.  
[chris@zzap.ca](mailto:chris@zzap.ca)



**UR-8: Notwithstanding Policies UR-2 and UR-7, within the Urban Residential Designation, it shall be the intention of Council to consider multiple unit dwellings over six (6) dwelling units, according to the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard to the following:**

POLICY CRITERIA	APPLICANT RESPONSE
(a) the adequacy of separation distances from low density residential developments	The 6-storey residential development is located at the rear of the property to maximize potential separation from nearby low-density residential development. On the East side of the building, a 6m side yard separates the new development from an abutting single-family property. There is also a substantial side yard on the West side of the property.
(b) that the height, bulk, lot coverage and appearance of any building is compatible with adjacent land uses.	<p>The property is surrounded by several different zones. The properties directly adjacent to the property are all within the R-6 zone. To the East and South is a substantial Comprehensive Development District containing a variety of duplexes, townhomes, and multi-unit residential buildings. To the West is a commercial corridor along Sackville Drive, zoned C-2 and C-2A.</p> <p>The built form of the surrounding area is predominantly 1 and 2-storey residential and commercial structures. There are two new 4-storey multi-family buildings at 117 &amp; 119 Hanwell Drive and a 3-storey seniors home at 114 Millwood Drive.</p> <p>Relatively low lot coverage (20% for Lot B, which contains the proposed multi-unit) and the siting of the building at the rear of the property help to minimize the impacts of its height and bulk on the surrounding area.</p>
(c) that site design features, including landscaping, amenity areas, parking areas and driveways, are of an adequate size and design to address potential impacts on adjacent development and to provide for the needs of residential of the development.	The proposed multi-unit development contains 124 units and approximately 144 parking stalls, a parking ratio of 1.16. This includes 32 surface stalls and 112 underground stalls. There is a separate driveway access for the residential and commercial uses to minimize conflict between resident and commercial traffic. The rear of the site is being retained as green space for leisure and recreation.
(d) preference for a site in close proximity to community facilities	The site is in close proximity to schools at all levels, including:

<p>such as schools, recreation areas and transit routes.</p>	<ul style="list-style-type: none"> <li>• Sackville Heights Elementary (18-minute walk, 6-minute bike ride, or 3-minute drive),</li> <li>• Sackville Heights Junior High (30-minute walk, 9-minute bike ride, or 4-minute drive),</li> <li>• Millwood Highschool (15-minute walk, 6-minute bike ride, or 3-minute drive).</li> </ul> <p>The nearest bus stop is a 6-minute walk from the site and serviced by route #83 and express route #183. This route runs ever 30-minutes during peak hours. The site is also located an 18-minute bike ride or 6-minute drive from Sackville Terminal which offers free park &amp; ride services and includes 385 parking stalls to allow commuters from the Sackville area easy access to the Halifax Peninsula and other areas through transit.</p>
<p>(e) that municipal central services are available and capable of supporting the development.</p>	<p>The site is within the Urban Service Boundary and serviced by municipal water and wastewater. Please see the attached servicing schematic provided.</p>
<p>(f) that appropriate controls are established to address environmental concerns, including stormwater controls, based on a report from the appropriate Municipal, Provincial, and/or Federal Government authority.</p>	<p>Please see the attached servicing schematic.</p>
<p>(g) that the proposed development has direct access to a local street, minor collector or major collector as defined in Map 3 – Transportation.</p>	<p>The site fronts onto Sackville Drive/Highway No. 1, which is defined on Map 3 as a major collector.</p>
<p>(h) that it is not being considered on lands which are presently zoned and developed for either single or two unit dwelling purposes nor where it is intended to replace a single or two unit dwelling which has been demolished, removed or destroyed by fire;</p>	<p>The property is zoned R6 - Rural Residential, which permits single-unit dwellings, resource uses (including agriculture and forestry), and community uses. The portion of the existing property that the multi-unit building is proposed to be located does not have any existing single or two unit buildings. The single unit building located closer to Sackville Drive will be demolished and replaced with a commercial building. This is contemplated by policy UR-20 below.</p>
<p>(i) the impact on traffic circulation and, in particular, sighting distances and entrances and exits to the site</p>	<p>Please see the attached traffic impact statement.</p>
<p>(j) the general maintenance of the development</p>	<p>Appropriate maintenance standards can be established and enforced through the DA process.</p>
<p>(k) the provisions of Policy IM-13</p>	<p>See the analysis of policy IM-13 below.</p>

**UR-20: Notwithstanding Policies UR-2 and RR-2, Council may consider permitting commercial service uses on properties west of Millwood Drive, within the Urban and Rural Residential Designations, according to the development agreement provisions of the Planning Act. In considering such agreements, Council shall have regard to the following:**

<b>Policy Criteria</b>	<b>Applicant Response</b>
(a) that the site has frontage on and direct access to Highway No. 1.	The site fronts directly onto Highway No. 1
(b) that the height, bulk, lot coverage and appearance building is compatible with adjacent land uses.	The proposed commercial building is 2 storeys in height and is keeping with the bulk, lot coverage, and appearance of the adjacent land uses.
(c) that adequate provision is made for buffering and screening from adjacent residential properties and travelling public.	Landscaping is proposed to mitigate visual impact on adjacent residential properties.
(d) that site design features, including landscaping, signage, parking areas and driveways are of an adequate size and design to address potential impacts on adjacent development, and to provide for the needs of users of the developments.	51 parking spaces are proposed to be dedicated to the commercial uses in the building. Two driveway accesses are proposed to accommodate a range of commercial uses.
(e) that appropriate controls are established, as authorized by the Planning Act, to address environmental concerns, including stormwater controls, based on a report from the appropriate municipal, provincial and/or federal government authority.	Please see the attached servicing schematic.
(f) the provisions of Policy IM-13.	See the analysis of policy IM-13 below.

**IM-13: In considering amendments to the land use by-law or development agreements, in addition to all other criteria as set out in various policies of this planning strategy, the Sackville Community Council shall have appropriate regard to the following matters:**

<b>Policy Criteria</b>	<b>Applicant Response</b>
(a) that the proposal is in conformity with the intent of this planning strategy and with the requirements of all other municipal by-laws and regulations	Policies UR-8, and UR-20 allow council to consider this proposal subject to the requirements outlined in those policy sets. This proposal will comply with all other municipal by-laws and
(b) that the proposal is not premature or inappropriate by reason of	

(i)	the financial capability of the Municipality to absorb any costs relating to the development	There are no costs anticipated for the municipality to absorb as part of this development proposal.
(ii)	the adequacy of sewer and water services	Please see the attached servicing schematic.
(iii)	the adequacy or proximity of school, recreation and other community facilities	Consultation with the Halifax Regional Centre for Education will be part of this process. However, their long term outlook published in 2021, does not indicate there will be any capacity issues in the school system resulting from this development.
(iv)	the adequacy of road networks leading or adjacent to, or within the development	The proposal has access the road network from Highway 1. A driveway permit will be obtained from the Department of Transportation prior to the commencement of construction.
(v)	the potential for damage to or for destruction of designated historic buildings and sites.	No damage or destruction is anticipated, nor is there any realistic potential of damage or destruction of any nearby historic buildings or sites.
(c)	that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:	
(i)	type of use	See responses to same under the Policy UR-8 and UR-20 analysis.
(ii)	height, bulk and lot coverage of any proposed building	See responses to same under the Policy UR-8 and UR-20 analysis.
(iii)	traffic generation, access to and egress from the site, and parking	See responses to same under the Policy UR-8 and UR-20 analysis.
(iv)	open storage	See responses to same under the Policy UR-8 and UR-20 analysis.
(v)	signs	See responses to same under the Policy UR-8 and UR-20 analysis.
(vi)	any other relevant matter of planning concern	See responses to same under the Policy UR-8 and UR-20 analysis.
(d)	that the proposed site is suitable in terms of steepness of grades, soil and geological conditions, locations of watercourses, potable water supplies, marshes or bogs and susceptibility to flooding.	See the attached servicing schematic.
(e)	any other relevant matter of planning concern	See responses to same under the Policy UR-8 and UR-20 analysis.
(f)	Within any designation, where a holding zone has been established pursuant to A Infrastructure Charges	N/A – site is not subject to Policy IC-6.



<p>- Policy IC-6", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the A Infrastructure Charges@ Policies of this MPS.</p>	
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